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DIARY OF LOCAL EVENTS.

TODAY

(October 20.)

Open Harbour Race.
Rotary Club Tiffin, Lane, Crawford's Restaurant, 1 p.m.
University Arts Association, 5.30 p.m. The Rev. Fr. G. Byrne, S.J., on "The City of Rome, Where Histories Meet."
Golf and Bridge Tournament at Shek-O Club, held by May Road Branch, "Ministering, Children's League."
Cranepong Cricket Club, Annual General Meeting.
Queen's Theatre: "One Romantic Night."
World Theatre: "Gold Rush."
Star Theatre: "In Gay Madrid."
King's Theatre: "The House of the Arrow."
Central Theatre: "Men Without Women."
Prince's Theatre: "Unfamed."
Majestic Theatre: "Anybody's Woman."
European Mail—Outward: Europe via Siberia (Pilsna) 4.30 p.m.
European Mail—Inward: Europe via Siberia (Duisburg).
Dinner Dances at Hong Kong Hotel and Peninsula Hotel.
Tides—High at 2.48 and 8.10; Low at 11.48 and 10.41.

WEDNESDAY

(October 21.)

Nelson Day (1805).
Navy League Ceremony at Cenotaph, 11 a.m.
Hockey: Club v. Argyle, U.S.R.C. ground, 5.15 p.m.
Queen's Theatre: "One Romantic Night."
World Theatre: "The Mark of Zorro."
Star Theatre: "In Gay Madrid."
Central Theatre: "Men Without Women."
King's Theatre: "Six Cylinder Love."
Majestic Theatre: "Anybody's Woman."
Tea Dance at King's Restaurant.
Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.
Tides—High at 4.30 and 8.13; Low at 12.34.

THURSDAY

(October 22.)

Legislative Council Meeting.
Queen's Theatre: "Eyes of the World."
World Theatre: "Mark of Zorro."
Star Theatre: "Navy Blues."
Central Theatre: "Virtuous Husband."
King's Theatre: "Six Cylinder Love."
Majestic Theatre: "Mr. Lemon of Orange."
Dinner Dances at Hong Kong Hotel and Peninsula Hotel.
European Mail—Outward: Europe via Vancouver (Empress of Russia) 5 p.m.; Europe via Siberia (Empress of Russia) 8 p.m.
Tides—High at 6.01 and 8.25; Low at 12.01 and 1.08.

STAR GAZING.

THE STUPENDOUS WONDERS OF THE UNIVERSE.

A REVIEW BY THE ASTRONOMER ROYAL (SIR FRANK DYSON.)

In view of the historic gathering of scientists in London at the British Association, Sir Frank Dyson, writing in the London "Morning Post," shows the inconceivable vastness of the knowledge attained during the Association's life, with some glimpses of the vistas promised by the future.

A hundred years ago, when the sciences of heat and electricity were in their babyhood, astronomy was already a young giant.

The great discovery of the Solar System had been made, and the planets were no longer mere points of light wandering among the fixed stars, but bodies like the Earth circling round the central Sun.

The main features of their movements were deduced from the law of gravitation, and gradually the minutest details were found to be consequences of that law. The Nautical Almanac can now predict the positions of Sun, Moon, and planets for many years ahead with extreme accuracy.

In the intervals 1831-1837 two large new planets, Neptune and Pluto, have been found, and also more than a thousand small planets and a dozen new moons. These discoveries have followed from the increased power of telescopes and the application of photography.

During this century the greatest astronomical discoveries have concerned the nature and constitution of the Sun and stars and the extent of the Sidereal Universe.

We Sum Up the Sun.

The Sun has been found to contain 57 of the 92 chemical elements, including all those most common on the Earth, such as Hydrogen, Oxygen, Nitrogen, Carbon, Aluminium, Iron, and there is no reason to suppose that there is anything in the Sun not in the Earth.

The temperature of its surface has been determined as nearly 6,000 degrees C. and theoretical researches indicate that this increases towards the centre, to 40 million degrees at least.

The Earth has received heat from it at about the present rate for at least 1,500 million years, as this is known to be the age of stratified rocks.

The only way in which this great supply can be maintained is by energy from sub-atomic sources, but the nature of these is not understood. A very interesting feature in the Sun is the periodic growth and gradual disappearance of the spots every eleven years, associated with Auroral and magnetic changes on the Earth.

19 Million Millions Equals One Parsec.

The genius of Herschel, with his great telescopes, had discovered the vastness and the general form of the Sidereal Universe. He made the reasonable assumption that the differences in magnitude of the stars were mainly caused by differences in distance, and that Sirius had a parallax of one second of arc, or was at a distance of 19 million million miles, a distance which astronomers, for convenience call one parsec.

But it was not till a few years after 1837 that the distance of a star was actually measured. No star has been found nearer than one parsec, and within five parsecs about 35 stars have been discovered, and probably there are not many more within this limit, as extensive search has been made with large photographic telescopes.

Some of these stars are like the Sun in brightness, others thousands of times fainter. A model of the stars in our vicinity (on the scale of 22 inches to a million miles) would be 40 or 50 balls varying in size from peas to cricket balls inside the Earth, the Sun's diameter being about two inches on this scale. Many stars, though only a small proportion, are much larger than the Sun. This has been inferred from their luminosities, but recently the diameter of a few of the largest have been measured and are found to be 200 or 300 times as large as the Sun.

The models in the Science Museum show this very vividly, as well as the differences of colour indicating temperature near the surface.

(Continued on Page 3.)

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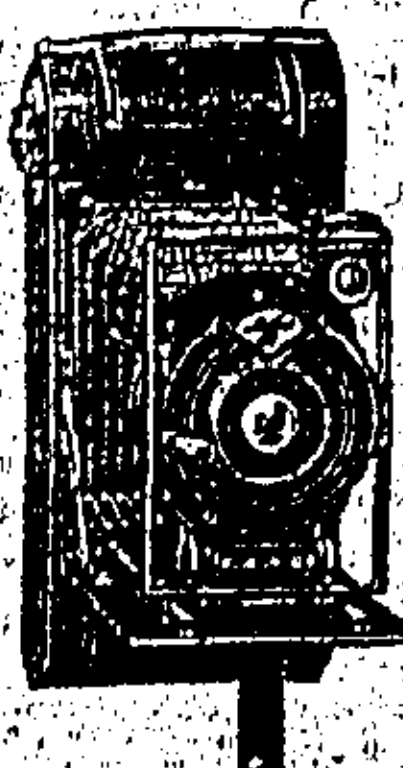
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MOTORING PIONEERS

ADVENTURES ON THE ROADS.

By AN EDWARDIAN.

I wonder how many of the present generation who drive motor cars realise the uncertainties, difficulties, dangers and excitements of motor-ing five and twenty years ago! Nowadays, with a modern car, it is a hundred to one on arriving at one's destination without mishap, and, provided the driver knows the car and the road, he can judge almost exactly the time it will take him to do the journey. But in the old days it was almost ten to one against getting anywhere without some sort of trouble.

My first experience was with an old Star car in 1897, which had a single cylinder horizontal engine under the chassis and two gears operated by means of bolts sliding on and off pulleys; these slipped on the slightest provocation.

At the Paris Exhibition of 1901 I saw a car which had won the Paris-Marseilles race a year or two before. It was a Panhard that looked like an enormous double perambulator actuated by a huge tiller. Nevertheless it averaged some thirty-four miles per hour over the journey, an amazing feat, despite the straightness of the French roads, when one considers how little developed the motor tyre was then, and the consequent amount of tyre trouble suffered.

The first serious car I owned was a four-cylinder, 8 h.p. Panhard, with tube ignition. This was in itself a source of danger, in that the tubes had to be kept hot with a live flame not far distant from the carburettor, while the flame invariably blew out if the wind happened to be blowing in its direction.

The maximum speed of the car was 30 m.p.h. If at any time this was exceeded in going down hill the draught made by such appalling velocity always had the same effect on the flames as the wind had. There was no protection to the under part of the chassis, and the clutch was merely a leather tapered cone which fitted into the fly-wheel. When this slipped, the driver depressed the clutch, while a kind friend threw dust from the road into the fly-wheel, and the necessary grip was restored for perhaps another thirty miles.

Tinkering with a motor-car is never a clean business, but in those days it was far dirtier. A large mechanical oiler was carried on the dashboard, and a careful watch had to be kept upon, say, a dozen oil droppers to see that they were performing their duty. When electric ignition was first introduced a coil of the "buzzer" description was also carried on the dashboard. The car alone could tell whether this was in order. What with having to listen to the buzzer and keep one's eye on the road and the oiler at the same time, driving a car was almost as tiring as driving a locomotive.

Another source of constant trouble before the advent of the live axle were the chains. If they were sufficiently greased they picked up masses of dust; if they were not, they got hot and came off. But the bugbear of all motorists in those days was tyres, which could be guaranteed to puncture or burst at the sight of a tinck and were quite useless to prevent skidding. It was a common occurrence to see a car waiting round on the tramlines on the Brentford road, but as the (Continued at foot of next column.)

MOTOR-CYCLE FIRM'S DIFFICULTIES.

WINDING-UP RESOLUTION.

Wolverhampton, September 24.—The Wolverhampton firm of motor-cycle manufacturers, Messrs. A. J. Stevens & Co. (1914) Ltd., to-day informed creditors and shareholders that a resolution for the voluntary winding up of the company will be moved at an extraordinary general meeting on October 2. Meanwhile negotiations are in progress for a merger with a firm of standing in the motor trade. The directors have with the Registrar of Companies a declaration that in their opinion the company will be able to pay all debts in full within twelve months from commencement of winding up.

In the circular to shareholders the directors explain that to meet the crisis they called together twelve of the largest shareholders, who appointed an informal committee to confer with the board. At a meeting at which 150,000 shareholders were represented, it was decided in the first instance that steps should be taken to negotiate if possible a merger with a firm of standing in the motor trade, and important negotiations in this direction are proceeding. In the meantime the shareholders consulted have agreed that in order to protect the company's assets and in view of the solvency of the company, there is no alternative but to proceed with members' voluntary liquidation, leaving it to the liquidator to continue the merger negotiations.

The firm largely owed their great developments in recent years to successes in the Tourist Trophy races in the Isle of Man, in which they won repeated distinctions, and in one year they had the unique distinction of winning the Junior and Senior races with a Junior machine. They have also secured many notable triumphs and established records in Continental races. Their motor-cycle works at Wolverhampton are now one of the best laid out in the Midlands, and normally they employ over 1,000 work-people. Four hundred employees will now be suspended pending the new arrangements.

ROUND THE WORLD IN AN AUSTIN SEVEN.

Two New Zealanders, Hector MacQuarrie and Dick Matthews, who left London on February 23, on the second half of their tour round the world in an Austin Seven, successfully completed their journey when they reached Auckland, New Zealand—their starting point on September 7.

Although their car (Emily II.) encountered every kind of weather and climate, traversed deserts and mountain ranges, crossed flooded rivers and muddy swamps, every obstacle was surmounted. A heavy load of camping equipment, kit, photographic apparatus, etc., was carried in addition to the passengers. Traffic was about one-sixth of what it now is, the motorist only hit something if he was unlucky. If one was adventurous enough to take one's car to the wilds of Scotland, one had to arrange for supplies of petrol in advance. Incidentally the driver always sat on the petrol tank, but nobody seemed to worry about that. This position of the tank, however, had its disadvantages, for on certain hills, the carburettor being gravity-fed, did not receive its proper supply, and consequently the only way to tackle the hill was to go up backwards. I remember once, after Henry Reginald, seeing ten cars all negotiating the famous hill backwards.

5 H.P. SALOONS AT 60 M.P.H.

PROSPECT OPENED UP BY RACING EXPERIMENTS.

DRIVER REAPS WHERE THE PIONEER HAS SOWN.

London, September 14.—Engine designers and mechanics are still busy on the Schneider Trophy machine engines, racing drivers are preparing their cars for their 500 miles race at Brooklands next month—and almost every day manufacturers are announcing their new 1932 models.

It is often asked, what connection there can possibly be between a Bluebird with its 4-and-a-half miles a minute and a 5-seater saloon selling at between £200 and £300!

That there is a definite connection between the two has been stated again and again. Racing teaches designers their jobs.

"Improving Breed."

Mr. Victor Riley, chairman and managing director of the Riley Co., is quite definite in his views on racing.

"We support racing for no other purpose than to improve the breed," he said, "and we believe that the cause of utility is admirably served by sporting tests and experience. We learn where the points of failure are under maximum stress and we pack a car lifetime into a few hours."

"The sportsman can afford to suffer failure. Loss of a trophy means but temporary disappointment, but car trouble means delay and expense to the ordinary owner. The manufacturer who learns his lessons in the school of racing experience, with the assistance of gallant enthusiasts, is thus enabled to present a more nearly perfect design to his masters, the public."

"Some will say that all this schooling is not obtained without price, and that somebody must pay. Somebody does pay, but the point is that the payer gets his money's worth."

A 7-Horse Wonder.

Another Coventry firm, the Singer Co., has found that lessons learned in racing are of extreme value.

Mr. J. R. Stevens, who has probably designed more racing car engines than any other man, has recently joined this company. Already he has performed something akin to a miracle. Out of a diminutive engine of 7.78 h.p., taxed at 28, he has been getting over 21 h.p. on the test bench, and this on a petrol consumption of 40-50 to the gallon. A 17.9 six-cylinder engine built by him is producing 50 h.p. on the bench.

The non-technical motorist does not probably realise quite what this means, but in everyday language the explanation is that this tiny 7.78 h.p. engine can haul at a speed of roughly 60 m.p.h. a full-sized 4-seater saloon car, complete with all possible equipment, at a cost in petrol consumption of less than 1d. a mile.

With the lessons learnt from racing it seems that on a day not far distant family saloons will be travelling along England's wide arterial roads at 60 m.p.h. with only a 5 or 6 h.p. engine under the bonnet.

BATTLING "BABIES" OF BROOKLANDS.

FINAL ROUND AT 100 MILES AN HOUR?

An intensely keen but amiable struggle between rival car manufacturers for high-speed laurels culminated at Brooklands on October 3 in the British racing drivers' 500 miles race.

It was the final round for the year in the "Battle of the Babies." Ever since last February, when the M.G. Midget beat the class mile record set up by Sir Malcolm Campbell at Daytona on the Austin Seven, Capt. Waite, Sir Herbert Austin's son-in-law and manager of his racing interests, and Mr. Cecil Kimber, designer of the M.G. cars, of which firm Sir William Morris is chief, have been striving every nerve to beat each other, both in record-making and in big races.

Three New Austins.

In the Double Twelve race at Brooklands and in Ireland the Midgets triumphed, and a Midget also held the mile record at over 103 m.p.h. But a fortnight ago the stream-lined orange Austin racer recaptured that record, and last week at Montlhery set up the amazing figure of 109 miles an hour for five miles.

Not only has this fastest of all babies been entered for the Brooklands event, which is open to racing as distinct from sports cars, but a trio of similar cars with brilliant orange racing bodies have been built, and are now being tuned up.

MORE COMFORT IN MOTORING.

CARS WITH INDEPENDENT WHEEL SPRINGS.

The motor-car with individual wheel springs, which allows each wheel to rise and fall independently when encountering uneven road surfaces, has arrived.

Two such models have made their bow to the public. One is the British new B.S.A. light car of 8 h.p. with a front wheel drive and independent front springs, and the other is new French Derby car of 9 h.p. with a four-cylinder engine and a chassis incorporating a new principle of front wheel drive and independent rear springing.

These rivals in front wheel drives and independent wheel spring were on view at the private car exhibition, which opened at Olympia on October 16. They were staged in their stripped chassis form and with two-seater and saloon coachwork.

Another French car of low rating has adopted the Diesel heavy-oil using engine for its power unit. This car, the Le Zebre, will be exhibited at the Paris Automobile Salon this month. There also will be the French edition of the Austin Seven—the Rosengau—to appear also as a small six-cylinder car of 1007 c.c. capacity, rated at 11 h.p., or 8 h.p. French rating.

Front wheel drives, independent wheel springing, and small Diesel engines are opening up a new phase in motoring for 1932.

THE REAL CAUSE OF "DAZZLE."

LESSONS OF AN UNOFFICIAL EXPERIMENT.

PLEA FOR THE DRIVER WHO PLAYS THE GAME.

During the summer inventors all over the country have been seeking a solution to the dazzle problem, and at Cambridge recently experts were treated to an excellent display of anti-dazzle devices, writes Norman W. Rae in the London Evening Standard. We who watched nearly a hundred inventors demonstrate their devices were satisfied that there were at least 50 different ways in which dazzle could be eliminated.

In addition to the dipping and dimming devices which have been standard for several years there were nearly two score of remarkably ingenious masks and shutters that turned dazzling beams into lights which, while making it easy for the driver to see a long way ahead, did not blind the oncoming driver.

An Expert Census.

Following the actual official display there were a series of unofficial demonstrations in garages in and around Cambridge. It was proved beyond doubt that the greatest cause of "dazzle" was faulty alignment of lights.

I accompanied a group of six lighting experts on a trip down the Cambridge-London road, where we took a census of approaching cars. In an hour we had checked up 58, of which 24 had their head lights so fixed that instead of giving a good lighting beam ahead

the light was trained to the off side, so that it actually shone straight in the face of oncoming drivers.

The drivers of 10 cars seemed anxious to illuminate the tops of telegraph posts, and for all practical purposes their head-lamps were useless; indeed, in the mists which one frequently encounters in the Cambridge area they were a decided menace. On five of the remaining cars the lamps, while correctly aligned, were incorrectly focussed. In other words, half of the available lighting was being wasted.

Ten Per Cent.

In only five out of 58 cars did we find that the lights were both correctly focussed and aligned straight ahead.

But out of the whole 58 we did not find one driver who had taken the elementary precaution of setting his nearside lamp so that it would shine on the nearside kerb ahead.

We thereupon carried out a number of experiments and found that by setting the nearside head-lamp so that it struck the nearside kerb about 100 feet ahead of the car, we were able to carry on in the face of the fiercest of oncoming lights.

As practical motorists it seemed to us that the anti-dazzle demonstration was designed primarily for the benefit of "the other fellow."

Most motorists have experienced the annoyance of switching off or dimming in the presence of an oncoming car with dazzling lights whose driver does not return the courtesy.

So it seems that the invention motorists are waiting for is the lamp which will throw a beam ahead capable of penetrating beyond the most dazzling of head lights.

Dimming Not a Solution.

The Ministry of Transport stand practically committed to a form of dimming light. But this is not a solution of the problem. The Ministry have forgotten the selfish driver who, secure in the knowledge that there are no police about, carries on with his head-lamps full blast.

The dazzle menace can be met only by protecting the driver of the car carrying the anti-dazzle device, and not by protecting "the other fellow."

"Why should we take all this trouble to ensure that the other motorist has a clear run?" an R.A.C. official asked me the other day. "Surely our inventors would be more successful if they set out to protect the driver who takes the trouble to fit an anti-dazzle device to his own car."

"Then," he added, "you would hear the end of this anti-dazzle danger problem."

This is a hint which inventors would do well to study during the next few months.

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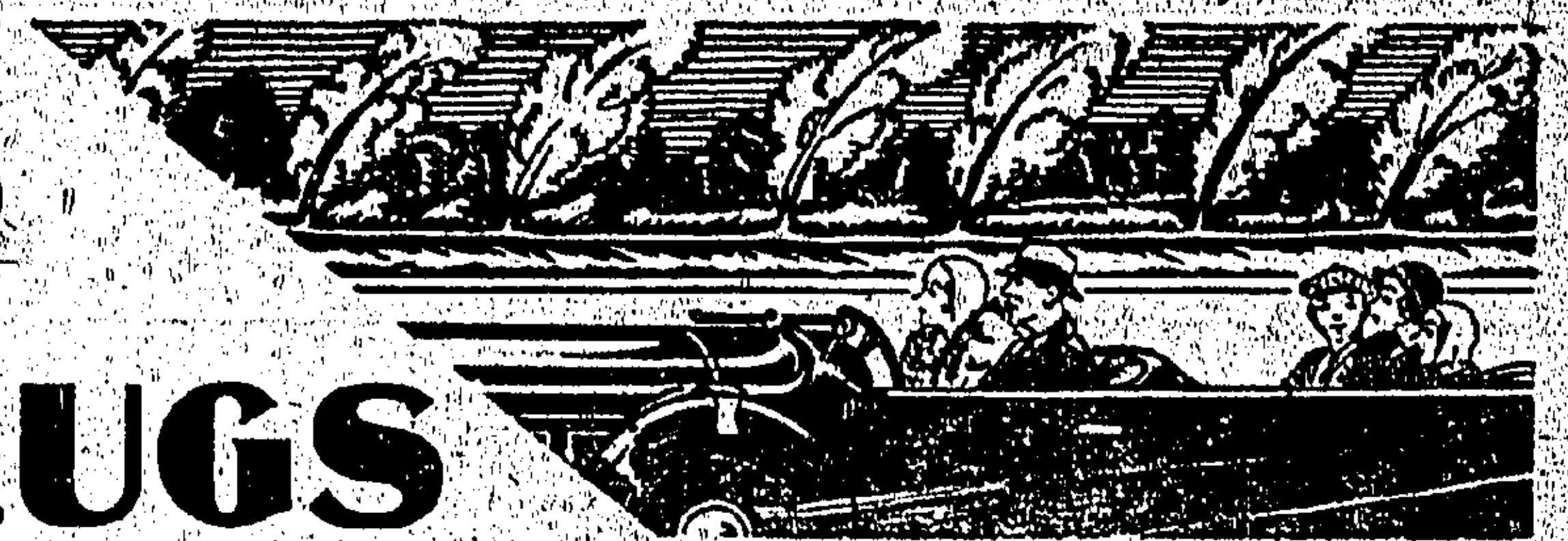
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News from Everywhere

MOTORIST AS PROSECUTOR AND DEFENDANT.

A young Tottenham motorist figured in the rôle of prosecutor and defendant at a suburban police court.

The police witness was absent, and the motorist, to save an adjournment, said that he would conduct the police case and his own.

He did so in these words—an example of brevity in a police court:

"My car, silencer was noisy. That is the police case. I admit it. That is mine."

He was fined 10s. and was thanked by the magistrate for his "apertness."

"BABY" CAR BOOM.

France, Germany and Italy are all developing the "baby" car, and many examples were seen at the Paris Show which opened on Oct. 1.

Italy is experimenting with four new models of 8 and 9 h.p., three with four-cylinder engines and one with six.

These will not make their appearance until next year, but Germany and France both displayed new "babies" at the Paris show.

The two most striking models were a 10 h.p. German Mercedes six-cylinder and approximately a 9 h.p. edition of the French Rosengarth. The Mercedes model embodied all the up-to-date features of the bigger cars.

BRITISH MOTOR-BOAT WIN.

The British Motor Boat Company, of Hythe, Southampton, has been informed that the Panther, III, driven by Mr. Scott-Payne, has won first place in the 9-hp. class race at the Venice motor-boat meeting.

The boat won after a very exciting race, during which one of the Italian craft had a very narrow escape from sinking. The King of Italy was a spectator.

IMPROVED MORRIS COMMERCIAL.

Heralded by 16,000 telegrams to traders all over Britain, a new 30 cwt Morris Commercial was introduced recently.

The vehicle has a larger and more powerful engine than its predecessors, the wheelbase is increased to 11ft 2in, and it has improved springing, and a four-speed gearbox.

The chassis, with generously increased equipment, which includes spare wheel and tyre, costs £218. The price of the fully-equipped lorry is £230, and the van £246.

MOTOR PROSPERITY.

Sir William Morris, addressing a gathering of agents and dealers who visited Birmingham to inspect a new Wolseley model, expressed the opinion that "the position of the country is better today than it has been for years."

"I am glad to be able to announce," he continued, "that sales of our cars during the year just concluded were over 27 per cent. greater than those of any other year in our history. I am confident that they will be greater than ever in 1932, with resulting benefit to British labour and to our national prosperity."

The new car is a six-cylinder Hornet, with a four-door saloon body, providing ample accommodation for four persons. The wheelbase is only 7ft 6in, but the designers have placed the engine and radiator much further forward than usual, and the resulting extra space has allowed a full-sized saloon body to be mounted on a relatively small chassis.

The British motor industry is protected by the McKenna duties.

FIAT CARS FOR POLAND.

An agreement has been signed between the Polish State-owned engineering works and the Fiat Motor Company arranging for Fiat cars to be manufactured locally, with a view to unifying the type of car produced and supplying cars to the army. It is intended to grant far-reaching protection to the new production, which will be considered national.

Importers of foreign cars are of opinion that the agreement will be highly detrimental to their business, which includes imports from England, France, America, and Czechoslovakia.

100 P.C. DIVIDEND.

A dividend of 100 per cent. has been declared on the 25 Ordinary shares of the Austin Motor Company, Ltd., compared with 20 per cent. for the seven months to July 31, 1930.

The company has had a record year, and the car sales in the home market have exceeded those of the previous year by 20 per cent.

MOTOR RACES FOR 1932.

The R.A.C. announce the following dates for the principal motor races in 1932:

May 22 or June 5.—Gran Premio di Italy.

May 30.—Indianapolis 500 Miles Race.

July 3.—French Grand Prix.

July 9-10.—Belgian Grand Prix.

July 17.—Grosser Preis of Germany.

August 20.—R.A.C. Tourist Trophy Race.

September 25.—Gran Premio di Spain.

At a meeting of the International Competitions Committee held in Paris it was decided that as the competition for the Hill Climbing Championship of Europe had not proved satisfactory in 1931, it should be suspended for 1932.

In future the time permitted between two runs during attempts on records in both directions on a straightway track is to be extended to one hour. Another decision was that records cannot be established during rain.

The Committee also recommended that the gold medal of the A.I.A.C.R. should be given to Sir Malcolm Campbell for his world records made in America this year.

NEW MOTOR VEHICLES.

A return has been issued by the Ministry of Transport showing the number of motor vehicles registered for the first time under the Roads Act, 1930, during July last.

Compared with July of last year there was a decrease of 2,580 vehicles of all classes. Motor-cycles were down by 2,074, but goods vehicles increased. The classified figures are:

	July, 1931.	July, 1930.
Cars taxed on horse-power	13,076	13,448
Cycles	7,355	9,489
Hackney vehicles	922	1,111
Goods vehicles	4,952	4,555
Other vehicles	593	476
	26,708	29,018

NEW "STAR" MODEL.

Like many other motor manufacturers the Star Company are building for next year a smaller model. At a meeting at Wolverhampton the new season's programme was announced, with the "Comet 14," a light 15 h.p. six-cylinder, with 4ft. track, the chassis weighing only 14cwt, as the chief feature.

It has a four-speed gear-box, with the now fashionable silent third, and the extremely complete equipment for which Star cars are known. Either the four-door saloon or close-coupled coupe will cost £345. A hydraulic jacking system is built into the chassis.

The other models are the "Comet 18" and "Comet 21" and the "Planet 24." For each model there is a fixed price applicable to all body types. For the 18 h.p. car the price is £405, for the 21 h.p. £525, and for the 24 h.p. £605.

CAOL FOR DRIVER NOT INSURED.

Describing the offender as the most serious of the kind he had had before him the East Ham magistrate recently sentenced John Frederick Hooton, of Rivenhall, Essex, to a month's imprisonment and fined him £25 for driving a motor-car not insured against third party risks.

Hooton was also disqualified from driving for 12 months. The case arose out of an accident at Manor-park in which a woman was killed.

Hooton told the magistrate that he thought he was covered by the policy of his father, whose car he was driving.

STAR-GAZING.

(Continued from Page 1.)

Our Star Galaxy.

It is impossible in this short article to explain how the results are obtained, and I can but state them. The galactic system to which we belong, contains probably 100,000 million stars.

They are spread out in the shape of a watch in the plane of the Milky Way, and the long diameter is something like 50,000 parsecs.

Speaking roughly we may say 10 per cent. of these stars are more luminous than the Sun, and a small proportion of these are more than 1,000 times as luminous.

They vary to a great extent in size and in density. Some of the very largest have a density thousands of times less than atmospheric air, while many have densities like the Sun, a little more than water, and one at least is believed to have a density of 20,000 times that of platinum.

But in spite of this the masses of stars do not vary greatly. Most of them are not far from the Sun in mass, some are only one tenth as massive, and a few have been found with masses 50 or 100 times as great.

The stars are all in motion. For example our Sun is moving with a velocity of 12 miles a second relatively to the stars in its neighbourhood. The stars all appear to be moving in the plane of the Milky Way. Our Sun and the stars near it take about 250 million years to make a complete revolution and are about 50,000 parsecs from the centre.

Millions of Millions of Millions.

Besides stars the sky contains a number of nebulae. Some of these, like the one in Orion, consist of gas in an extremely tenuous condition. Others, like the nebula in Andromeda, consist of multitudes of stars—small universes—separated from our Milky Way group by great distances. The nearest, that in Andromeda, is distant 300,000 parsecs. It contains millions of stars and its diameter is 5,000 parsecs. We may take it as a smaller model of our own galactic system.

There are many nebulae in the sky which are undoubtedly collections of very distant stars. The distances of the nearer ones have been determined with an accuracy of about 10 per cent., and it has been possible to conjecture the distances of those further away on reasonable grounds of their size and brightness.

Recently the velocities of a number of them have been determined, and it is found that all are moving from us with immense velocities, and the more distant they are the faster they are moving. The most distant one whose velocity has been determined is 50 million parsecs away and moving at the rate of 12,000 miles a second.

Things We Have to Learn.

This extraordinary phenomenon of an expanding universe is in conformity with Einstein's theory of the curvature of space and was predicted by de Sitter.

I am asked to venture, on a prediction of what astronomers will discover in the next 100 years, but they have in truth not yet digested the wonders of the last ten years. (Continued on next Column.)

AN ENGLISH MOTORIST ATTACKED IN SPAIN.

BECAUSE HIS CAR HAD A
CROWN ON ITS BADGE.

MADRID.—Objecting to the crown which is shown on the badge of the Royal Automobile Club, a mob of youths, attacked a car outside a restaurant in San Sebastian, where the owner of the car, an Englishman, was dining with aristocratic Spanish friends.

Rushing out, the owner and another Englishman found themselves in a free fight. The police made several arrests, including the Englishman, who were released after being fined.

Before paying the fine they pointed out, though to no purpose, that the Royal arms and portrait of King Alfonso still figure boldly on Spanish banknotes. The youths who had attacked the car were not punished.

Probably in a few days we shall know more exactly the extent of the Milky Way and our relation to it.

The nature of the sub-atomic processes by which the heat of the Sun and stars is maintained is still unknown, and we may expect some further light on this subject.

Apparently the Universe is running down. We know it has been in existence for 2,000 million years. For earlier dates than this results are contradictory and we know very little.

Finally, 50 years ago astronomers thought that most of the stars had planets circulating round them. Now the general view is taken that planets are very rare exceptions, and some think it not improbable that our Earth is the only abode of thinking beings. Perhaps in a hundred years—though I hardly expect it—we shall be more certain.

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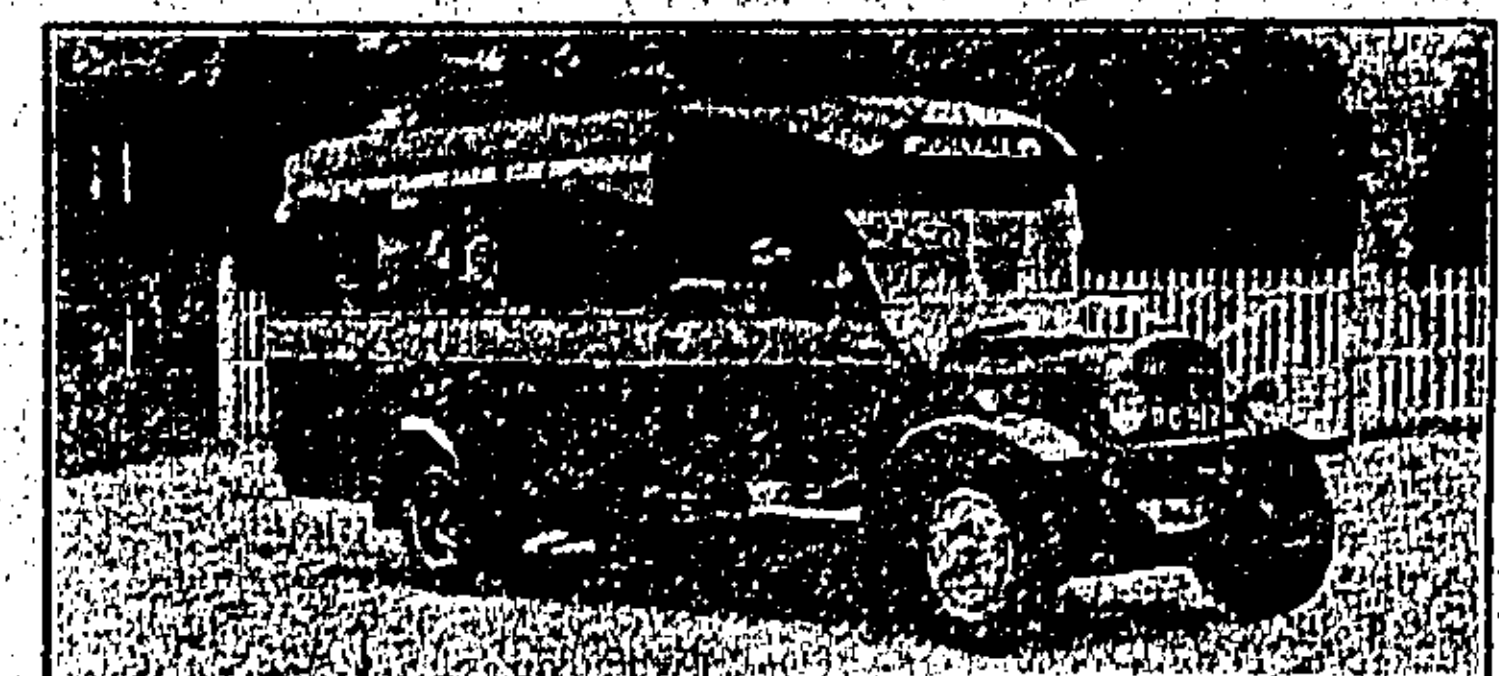
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ON CHOICE OF WINES.

NO TRUE ORDER OF MERIT.

[By H. C. BAILEY.]

We live in a cruel and perverse age. The Secretary of the Treasury has announced that there is not a penny to be made by taxing wine more heavily, for it bears already so much taxation that if the wine drinkers were asked to pay any more they would only drink less. It is a horrible fact. I have been much comforted by reading Mr. H. Warner Allen's new book, "The Romance of Wine," (Benn, 21s.). It reminds me that since the war, whatever our drinking may have been, we have had a remarkable amount of good writing about wine, and it proves that a delectable book was still to be written. One time Mr. Allen had already devoted to the wines of France.

Now, "an ampler and his spirit," commands a larger view. He deals not only with Bordeaux and Burgundy, but with the Rhine and the Douro. He sets forth the processes of the Solera and those of the stills of the Charente. But what is most valuable is his profound discussion of the "individual personality, the originality of character" of the diverse wines. Practically no rule about wine, he says, has not a legion of exceptions.

The variations in wine are not simply of district or vintage or vintage. Two bottles of the very same wine may be widely different. We all know in books and by reputation those infallible amateurs who can declare the name and the year of any wine that comes on the table. Mr. Allen, "in the most delicate manner in the world," provides you with good reasons to justify your natural suspicions of them.

In the ranking of wine there can be no absolute standard. The value of age itself is in dispute. Here is a scholar preferring a 1820 to an 1870 chateau. Professor Saintsbury has declared his belief that "no red wine, not even port, will keep much more than fifty years without going off." The Ingoldsby Legends vote for a far shorter term.

"Though Port should have age, 'Tis not 'till it's drunk," says. To imbibe it, as some of your connoisseurs do.

Till it's losing in flavour and body and hue. I question if keeping it does it much good. After ten years in bottle and three in the wood.

Is there not a college at Cambridge where they "drink next year's port now?" But the port which George Meredith celebrated was aged ninety, and he proclaimed this power of growing to an extreme old age as the quality which makes port "our noblest legacy." This is clearly not reason.

Professor Saintsbury put the preference on rational grounds when he declared that port "strengthens while it gladdens as no other wine can do; and there is something about it which must have been created in pre-established harmony with the British character." But is it so? There is no general agreement. Thackeray was for champagne: it was "the most winy wine in the world," the wine which had the greatest power of good cheer.

But somebody also cries "A bumper of Burgundy fill for me, Giving those who prefer it for Champagne." And there will be many voices, not wholly despicable for claret.

There is no true order of merit for each man in what he likes the best. But let us be alarmed by the sneers of ignorant unbelievers that the merit of wine is not itself, but in what is conventionally said about it.

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IRISH SWEEPSTAKE FINE QUASHED.

SOUTH AFRICAN DECISION.

Cape Town.—A man who was sentenced here recently to a fine of £50 or six weeks' imprisonment for being in possession of 6,704 Irish November Handicap Sweep tickets, has had his conviction quashed by the Supreme Court.

This Court held that the mere possession of the blank forms was no evidence of any interest in the lottery. It was held that until the tickets were paid for they could not be used in evidence.

The sentenced man, Mr. Campbell, was detained on his arrival at Cape Town in the Carnarvon Castle ten days ago when the tickets were found in his luggage. He was later sentenced and the tickets were ordered to be confiscated.

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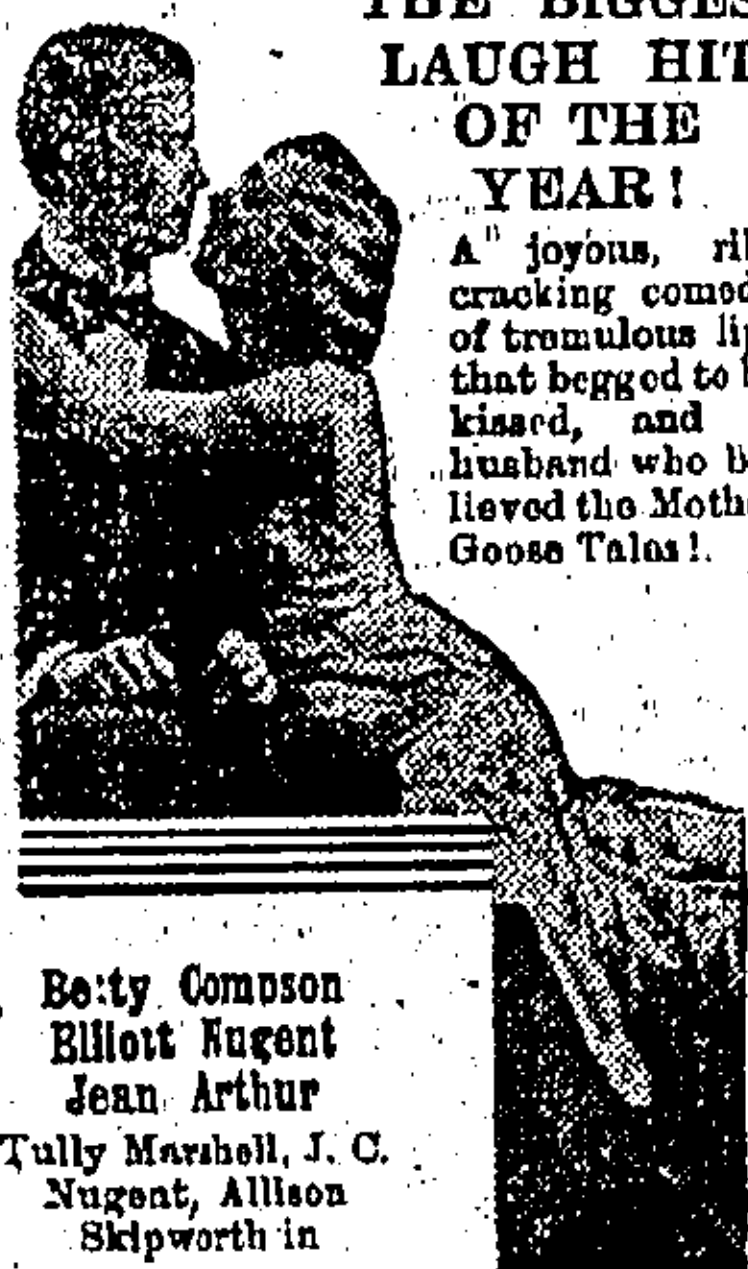
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VIRTUOUS
HUSBANDNEW RHODESIAN GOLD
RUSH.PLANES CARRY BANK NOTES
FOR REDEMPTION.

Capetown, Oct. 14.—There was a remarkable "gold rush" to Rhodesia to-day, a number of aeroplanes carrying large bundles of South Rhodesia Bank notes to take advantage of the last day for converting them on a gold basis. Each plane carried a full load of notes.

Although the South African Minister of the Interior stated only yesterday the Government would consider after the British elections whether it would follow the example of Rhodesia and go off the gold standard, General Horsting, the Prime Minister, to-day told a party Congress at Blomfontein that the Government is determined not to go off unless driven to it. In his opinion, he said, there are no grounds to expect a recovery in the world's economic situation for at least four years.

He said he considered revision of the Versailles Treaty indispensable to reconstruction.

THE SILVER SCREEN.

QUEEN'S THEATRE.

"ONE ROMANTIC NIGHT."

As the astronomer who prefers to star-gaze on the night he won an avowal of love, Conrad Nagel has created one of the most interesting roles of his career in "One Romantic Night," the United Artists all-dialogue picture, starring Lillian Gish at the Queen's Theatre.

In this film version of the Ferenc Molnar play, "The Swan," Nagel portrays the role of Dr. Haller, the astronomer-tutor who wins and loses the hand of an aristocratic young woman when love temporarily surrenders to his passion for the stars. Nagel, who is one point of a romantic triangle which includes Miss Gish and Rod La Rocque, characterizes an earnest young man who finds himself a mere pawn in the game of love.

"One Romantic Night" which, incidentally, introduces Miss Gish in her first talking picture, is a romantic comedy-drama that preserves all the swift play of wit and romantic beauty that established the Molnar play as one of the greatest contributions in the field of entertainment.

Under the able direction of Paul L. Stein, the screen version possesses an elasticity of action denied the original play because of the theatre's natural limitations.

Ordered to spare no labour or expense in making this one of the outstanding pictures of the year, Stein caused the most elaborate and costly sets of modern production to be erected at the United Artists' studios. Many renowned art directors and interior decorators were engaged to lend their art in the recreation and copying of authentic settings.

Included in the supporting cast with La Rocque and Nagel are Marie Dressler, O. P. Heggie, Albert Conti, Edgar Norton, Billie Bennett, Philippe de Lacy, and Byron Sage.

"EYES OF THE WORLD."

John Holland, who plays the romantic young artist in "Eyes of the World," the Inspiration-United Artists picture coming to the Queen's Theatre on Thursday, is the first leading man to rise from the "extra" ranks to a commanding position in the "talkies."

King first saw him working with a group of "atmosphere" players and was so impressed with his possibilities that he gave him the leading male role in "She Goes to War." His second important role was in "Hell Harbour," another Inspiration-United Artists picture made by King.

Holland was born in Kenosha, Wisconsin. He joined the navy as a boy and during the war served as a volunteer with a Canadian contingent in Vladivostok where most of his time was spent in trying to keep warm. On his return to the United States he matriculated at the North Carolina Engineering College, but solving deep mathematical problems became too boring and he was entrained for Hollywood.

In the cast with Holland are Una Merkel, Nance O'Neil, Brandon Hurst, Hugh Huntley, Fern Andrea, Donald Novis, Frederic Burt, William Jeffrey, Florence Roberts and Myrna Hubert.

CENTRAL THEATRE.

"MEN WITHOUT WOMEN."

With most of its stirring action laid aboard a submarine, "Men Without Women," which is showing at the Central Theatre, is both one of the most unusual and interesting talkies ever produced.

This Fox Movietone film presents a graphic picture of what happens when an undersea vessel is sent to the bottom in a collision, with its survivors trapped in their steel prison many feet below the surface. The manner in which the danger brings out the hidden qualities of each man, and the incidental solving of one of the World War's unexplained mysteries, forms the striking climax, and provides an intensely absorbing narrative. It has all the boisterousness and freedom of speech that mark the newer regime of talking pictures.

Kenneth MacKenna and Frank Albertson share the leading honours as the sailor with a hidden past and the young and inexperienced ensign. Paul Page, Farrell MacDonald, Warren Hymer, Walter McGrail, Stuart Erwin and other screen celebrities play prominent roles in the film, which is also unique in that there is not a woman in the cast. John Ford, who made "The Black Watch," "Skutumpah," "The Iron Horse," "Four Sons" and other notable screen productions, directed the picture with his customary deftness and power.

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KING'S THEATRE.

"SIX CYLINDER LOVE."

Spencer Tracy believes in thorough preparation for his roles, and with it he also possesses an impish sense of humour. As a result, Director Thornton Freeland and his staff were somewhat perplexed during the making of "Six Cylinder Love," the Fox Film comedy which comes to the King's Theatre to-morrow with Tracy in the featured role of a "high pressure" motor salesman.

Every morning Tracy came to work with a locked brief case containing a mysterious book, with which he retired to a secluded corner between scenes. All efforts of the directors to find out what the volume might be resulted in failure until one day the actor was "ganged" and the book discovered to be a weighty tome on "The Art of Salesmanship."

"I was only trying to perfect the technique of my part," protested Tracy with an injured air, but the director decided that the actor was perpetrating a "grip" on the company, and decreed that he pay for the lunch.

Edward Everett Horton, Sidney Fox, Una Merkel, William Collier, Fox, El Brendel, Ruth Warren, Lorin Raker, Bert Roach, William Holden and other noted players are in the cast of the picture which was adapted by William Conselman and Norman Houston from the original play by William Anthony McGuire, "Six Cylinder Love," which had a tremendous success on Broadway not many seasons ago.

"AN AMERICAN TRAGEDY."

Three youthful screen personalities have engraved their names on the screen's tablet of fame because

of their contribution to one of the year's great motion picture productions, "An American Tragedy," coming to the King's Theatre shortly. The players, all playing their first really big roles for the films, are Philip Holmes, Sylvia Sydney and Frances Dee.

Holmes plays the role of Clyde Griffiths in Paramount's dramatic production based on the Theodore Dreiser novel, "An American Tragedy." Heretofore, Holmes has won praise in support of several outstanding stars, including Nancy Carroll in "The Devil's Holiday" and "Stolen Heaven," Miss Sydney has made only one previous motion picture appearance, with Gary Cooper in "City Streets," although she has a record of successful roles on the stage.

Frances Dee is probably the most remarkable figure of the trio. A few months ago an unknown extra, she accidentally slipped into prominence in "Playboy of Paris." She proved capable in a few minor roles and then came her big chance in "An American Tragedy."

Under the direction of the remarkable Josef von Sternberg, "An American Tragedy" is expected to make cinema history, just as the book of the same name is one of the landmarks of American literature.

The drama of "An American Tragedy" is the drama of Clyde Griffiths, young, weak, wanting love, desiring wealth and position. A young factory girl, Roberta Alton, gives him love and then he discovers he can have love with wealth and position by devoting himself to the glittering Sordra Finchley. To rid himself of Roberta's unwanted attentions, he resorts to a fateful mistake and pulls all the hate and scorn of society down on his head.

OILFIELDS OF
RUSSIA.

RAPIDLY BEING USED UP.

EXPERT'S WARNING.

The time is approaching, according to leading experts, when Russia will not merely have no oil products available for export but will need to import large quantities to cover the requirements of her population and industry.

In an article in the Baku newspaper, the *Azərbaycan Kəndəkarı*, Professor Golubinskiy, a Russian geologist of world-wide repute, states that the sources from which the present supply of crude oil is obtained by the Soviet Government are nearing exhaustion.

"New fields (he writes) have been opened up as the result of successful explorations carried out by the Geological Research Bureau of the Azneft, but, with the exception of Kara Teukhur (southern extension of Surakhani structure), they are of only small importance compared with the old regions whilst Kara Teukhur alone cannot replace such fields as Surakhani, Romani, Sabunchi, Balakhanli, and Bibi-Eibat—five fields of a world-wide importance.

Recent Discovery.

"Where is the production deficit to be found? Turning our attention to the other oil trusts we see that, as regards the exploration of new regions matters are not only not better but even much worse. We are too late with the exploration of new regions. Groznert have extended their researches and explorations all over the whole Northern Caucasus, but, with the exception of Vesensk-Bokovitchi and Benoi, which are regions of secondary importance, no other areas have been opened up that could replace the present two main oilfields of Groznert.

The Embanert is known to have the largest number of oilfields. There are about 70 spots with oil seepages, but the areas fit for exploration are small. The recent discovery of oil in the Tchusoff Gorodki (Ene of Perm) is of great importance, but the oil deposits are here so peculiar and of such small extent that much work will have to be done and much time spent before the commercial value of the Tchusoff Gorodki is ascertained.

"The last region to be mentioned is Sachalin. On this island rich oilfields of world-wide importance are known to exist. The oil strata comprise over 13 horizons, of which only the upper horizons have been developed. The remoteness of the region and the fact that it is isolated from the continent are factors that considerably reduce the value of the oilfields and handicap the development of the oil industry.

"It should be pointed out that in the near future the greater part of the research for new fields will be in the Baku region, such fields being still available in Azerbaijan."

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Special Matinee at 5.15 on Saturdays and Sundays

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Hearst News.

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The M.G.M. production "MARIANNE"

TO-DAY'S WIRELESS
PROGRAMME.BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.
1.30 p.m.—Rugby Press news, mail, notice, etc.
Relay of speech from Rotary Club office—Mr. J. Russell on "Animal Welfare."
2 p.m.—Close down.
3 to 5 p.m.—European programme of Victor and H.M.V. records supplied by Messrs. Moutrie & Co.
5 to 5.14 p.m.—

Orchestral.

To a Water-Lily" (MacDowell—Stock).
To a Wild Rose" (MacDowell—Stock).—Chicago Symphony Orchestra—1102.
A Night in Venice"—Overture (Strauss)—State Orch.—21086.
5.14 to 5.53 p.m.—

Variety.

Vocal Trio—"There's No One Like Mother to Me."
Vocal Trio—"My Wild Irish Rose"—The Tietze Sisters.—20180.
Organ Solo—"Song of the Wanderer."
Organ Solo—"What Does It Matter?"—Jesse Crawford.—20303.
Humorous Song—"Get Away, Old Man, Get Away."
Humorous Song—"Pretty Little Dear"—Frank Crumit.—20157.
Clarinet Solo—"Friendless Blues."
Clarinet Solo—"Riverside Stomp"—Douglas Williams.—V-38031.
Whistling Solo—"Listen to the Mocking Bird"—Margaret McKee.—19894.
Song—"I'm Lonely and Blue."
Jimmie Rodgers with Orch.—Song—"The Sailor's Plea."
Jimmie Rodgers with the Three Southerners.—V-40084.
5.53 to 6.30 p.m.—

Instrumental.

Piano Solo—"Valse Caprice" (Rubinstein).
Piano Solo—"Valse Brillante" (Chopin).—Ignace Jan Paderewski.—9877.
Violin Solos—(a) "The Bee" (Schubert), (b) "Waltz in D Flat" (Chopin).
Violin Solo—"Caprice" (Ogarev).—Alexander Schmidt.—20614.
Organ Solo—"Aloha Oe" (Farwell to Thee) (Lilluokalani).
Organ Solo—"Chant de Bonheur" (Song of Happiness) (Lemare).—Edwin H. Lemare.—21121.
Piano Solo—"Etude Tableaux" (Rachmaninov).
Piano Solo—"Dance of the Gnomes" (Liszt).—Sergei Rachmaninov.—1184.
Harp Solo—"Autumn" (Thomas).—Nancy J. Lapino.
Piccolo Solo—"Song of the Nightingale" (Filipovsky).—Clement Barone.—20458.
Violoncello Solo—"Serenade" (Pierne).
Violoncello Solo—"Simple Aveu" (Thomas)—Alfred Wallenstein.—20104.
7 p.m.—Mail notice, etc.
6.30 to 7.10 p.m.—

Operatic.

Song—"Thais—Mirror Song" (Massenet).
Song—"Thais—Leave Has Long Been a Rare Virtue" (Massenet).—Marin Jeriziz (Soprano).—1914.
Orchestral—"Mignon"—Overture (Thomas).—Chicago Symphony Orch.—4950.
Song—"La Favorita—A Vision! A Spirit of Beauty" (Donizetti).
Song—"La Boheme—Coldhearted Mimi" (Puccini).—Antonio Cortis (Tenor).—1125.
Orchestral—"The Bat"—Selection (Johann Strauss).—Marek Weber and his Orch.—21020.
7.10 to 7.41 p.m.—

Concert Waltzes.

"Luxembourg Waltz" (Lehar).—International Concert Orch.—68707.
"Moonlight on the Aisler" (Fetras).
"Siren of the Ball" (Lehar-Schott).—Marek Weber and his Orch.—33852.
"Southern Roses" (Johann Strauss).
"Blue Danube" (Johann Strauss).—Arthur Pryor's Band.—28700.
"Carmen Sylva" (Ivanovici).
"Eva" (Lehar-Schott).—Nat. Shilkret and his International Orch.—V-50013.
7.41 to 8 p.m.—

Musical Comedy.

"The Maid of the Mountains"—Vocal group—Light Opera Company.—23093.
"Dollar Princess"—Medley—Nat. Shilkret and his International Orch.—V-60011.
8 p.m.—Local time and weather report.
8.03 to 11.30 p.m.—Relay from Kc Shing Theatre.
10.30 p.m.—Rugby mid-day Press news.
11.30 p.m.—Close down.

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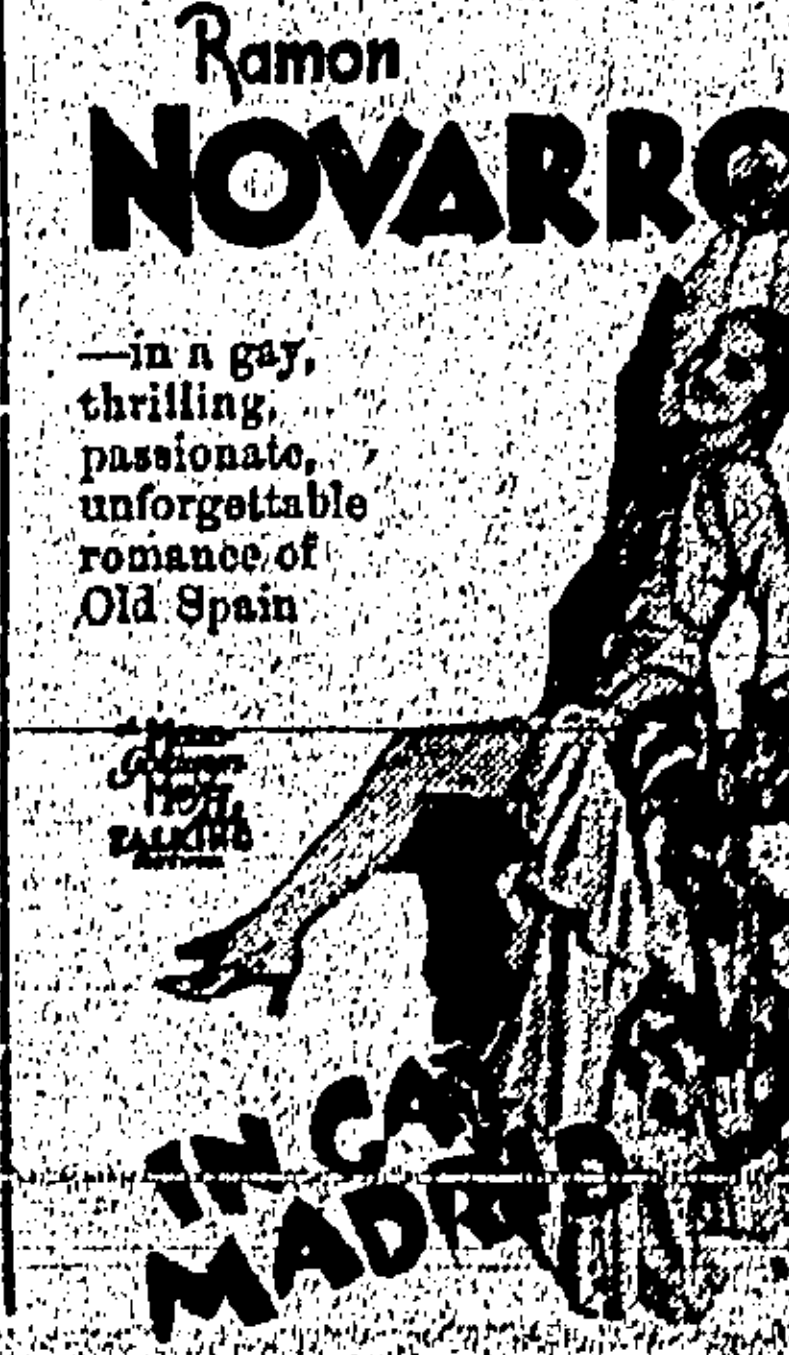
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IRELAND'S TROUBLE EXPLAINED.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Your leader writer is assigning, as the cause of Irish troubles, Government efficiency, is merely making an academic guess.

The real fact is that while the people admire the Government for its policy of law and order, they have, like others similarly situated, been driven to desperation by Government extravagance, especially in its payment to Civil Servants of a wage altogether unjustified by the living standards of other sections of the community.—Yours, etc.,

"IRISHMAN."

October 17, 1931.

FLOOD RELIEF FUND: AN APPEAL.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—May I avail myself of the correspondence column in your paper to announce to the public the result of the "Campaign" organized by the University Christian Association to raise funds for the Flood Relief in North China? This campaign was held from Sept. 27, to October 11. During this limited time the committee and other members of the Association, who felt very keenly that this cause is a right and worthy one, had been going round everywhere to ask for subscriptions, and finally, as the close of the campaign they collected altogether a sum of \$557.10, which is rather an unexpected big one. This is to be sent through the Chinese Central Y.M.C.A. to the flooded areas in the near future. The collection from each hostel or individual person is as follows:—

Ellis Hall	\$119.10
Morrison Hall	114.00
May Hall	64.00
St. Stephen's Hall	55.00
Rice Hall	45.00
Mr. E. K. Foo	81.00
Miss B. Chen	35.00
Miss A. Ho	24.00

On behalf of those homeless and starving sufferers of the flood, I beg to thank firstly those who have kindly and benevolently subscribed to the cause and secondly those who have volunteered to go round and beg for subscriptions. It is a pleasure, indeed, to see the sufferers relieved; it is a pleasure to see the floods subside; but nothing is comparable to the pleasure to find these poor and helpless people succoured by one's own effort. Such is the immediate reward of our subscribers and workers.—I am, Yours faithfully,

CHEUNG SHU TONG,
Hon. Secretary.

October 17, 1931.

ST. ANDREW'S CHURCH FAYRE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—I shall be greatly obliged if you will permit me to express in your columns the gratitude of the St. Andrew's Church Council to those whose efforts and gifts contributed to the success of the Old English Fayre on October 3.

The Council wish me to express to you, Sir, their deep appreciation of the courtesy of the Hong Kong Daily Press, both in its remarks previous to the Fayre and in its report of the proceedings.

As a result of the Fayre, a sum of just over \$2,400 has been added to the Twenty-fifth Anniversary Fund for the renovation and extension of St. Andrew's Church organ. Such a result was made possible very largely through the generosity of the following firms and individuals, to whom the Council wish to express their deep sense of obligation and gratitude:—The Asiatic Petroleum Co., Ltd., the British American Tobacco Co. (China), Ltd., the Britannia Aerated Water Co., Ltd., the Cafe Pavilion, Mr. Allan Cameron, the China Light & Power Co., Ltd., the Dairy Farm, Ice & Cold Storage Co., Ltd., Mr. A. R. Gardner, Messrs. Gilman & Co., Ltd., Messrs. John D. Hutcheon & Co., Ltd., Messrs. W. C. Jack & Co., Messrs. Lane Crawford, Ltd., Messrs. W. R. Loxley & Co., Messrs. Nestle & Anglo-Swiss Milk Co., Ltd., Messrs. A. S. Watson & Co., Messrs. Harry Wicks & Co., the Wing On Co., Ltd., and Messrs. Yat Hing & Co., Yours, etc.,

COLIN CARRUTHERS,
Hon. Secretary.

October 17, 1931.

SEQUEL TO MOTOR FATALITY.

INQUEST AT MAGISTRACY ON DEATH OF CHINESE.

VICTIM DIES IN HOSPITAL.

A motor accident in Tin Lok Lane on the night of October 3, as a result of which a Chinese male, 23 years of age, was injured and subsequently died, was the subject of an inquest held yesterday at the Central Magistracy with Mr. W. Schofield sitting as Coroner.

The first witness called was Dr. G. H. Thomas, of the Government Civil Hospital, who stated that the injured man was admitted on October 3 and died on October 8. Both his thigh bones were fractured. He attributed the cause of death to shock and exhaustion.

Mr. H. Watt, manager of the Seamen's Institute, who was at a friend's house near the scene of the accident, said in evidence that the deceased was one of two men who were walking in the left centre of Tin Lok Lane at the time in the direction of Hennessy Road. The motor car came from the direction of Happy Valley and witness thought that the headlights were switched on full when about six yards behind the two men.

Horn Sounded.

At the same time, the speed was increased. No horn appeared to have been sounded.

On realising the presence of the car, the two men ran, one to the right and the other to the left. The car swerved to the left and struck the latter.

The man who was walking abreast with deceased at the time of the accident said that the car was not noticed until it had come right up to them. No horn was sounded. It ran on to the pavement and struck the deceased's legs. Witness alleged that the driver and other occupants of the car fled after the incident. A police officer arrived on the scene and with the help of some people nearby managed to push the car off the pavement. A message was sent for the ambulance which removed the injured man to hospital.

Inspector J. McLelland said he was on patrol in Tin Lok Lane when he saw a car coming towards Hennessy Road. There were two Chinese in front of the car going in the same direction.

Witness heard the motor horn sounded and saw both the pedestrians separate. The car passed between them and witness thought it was clear of both, but he heard a crash and looking round, saw the car in a ditch. Approaching the scene, he saw a man injured and he accordingly telephoned for the ambulance. A party of St. John Ambulance men were standing by at No. 2 Station and these men came and assisted the injured man. Witness said that neither the lady nor the gentleman in the car left the scene.

Questioned as to the headlights, witness said both lights were on, but he could not say whether they were full on. He did not notice the car accelerate.

Driver's Evidence.

Mr. F. Burrell, the driver of the car, stated that on the night in question he was driving from the Hong Kong Hotel to the Hong Kong Electric Recreation Club. He went by Queen's Road as far as Happy Valley and then followed the tram line in Tin Lok Lane to Hennessy Road. About fifty yards from Hennessy Road he saw two Chinese walking in the middle of the road. He sounded his horn but no notice was taken until the car was about five to ten yards from them. The two Chinese then separated, one turning to the right and the other to the left. Witness had to swerve the car slightly to the left in order to avoid the man who had turned to the right. Seeing that there was still enough room for him to pass, witness carried on at about 10 to 15 miles an hour. As he was approaching Hennessy Road he looked ahead to see if there was any traffic, and on looking nearer he saw what he presumed to be the same Chinese who had turned to the left, about two yards in front of his car. In witness' opinion the man was walking towards the centre of the road apparently to join his friend who had turned to the right.

Applied Brakes.

Realising the danger, witness at once applied the foot and hand brakes and at the same time swerved to the right in trying to avoid the man. Unfortunately, the rear wheel struck him. He applied the brakes so suddenly that the car skidded and struck a tramway standard. Two of the tyres were also punctured. After hearing further evidence, the Court adjourned the inquest.

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RECENT MURDERS AT KOWLOON CITY.

TWELVE CHINESE FACE CAPITAL CHARGE: SEQUEL TO ANTI-JAPANESE DEMONSTRATIONS.

"STRIKE, STRIKE THEM DEAD": JAPANESE BOY'S LUCKY ESCAPE FROM DEATH.

The ghastly murder of six Japanese at Taang Foo Villas, Kowloon City, on the night of September 20, was recalled at Kowloon Magistrate's Court yesterday when twelve Chinese were charged with "feloniously killing and murdering" one Miyo Yawashita. Before the case opened, Mr. T. S. Whyte-Smith, for the Crown, asked Mr. Fraser's permission to amend the charge in such a way that the defendants would be charged with the murder of all the six victims instead of one. This was granted. Mr. F. X. D'Almada, s.r., appeared for the ninth defendant, the rest of the accused not being legally represented.

THE CROWN'S SUBMISSIONS.

The full list of the defendants follows:—

Wong Hong (25) gardener, Lai Tung-hoi (19) gardener, Tsang Cheung (22) gardener, Cheung Kam-eh (20) schoolboy, Wong Ka-hung (15) student, Ho Tim-yau (15) coolie, Lai Fat (20) unemployed, Cheung Lung-pak (70), unemployed, Yuen Yau-hong (63) master of a noodle factory, Tse Lin-wan (48) coolie, Tam Cheung (58) gardener, and Yiu Kam (25) gardener.

The Crown Case.

Outlining the case for the prosecution, Mr. Whyte-Smith told the Court that the case for the Crown was that the twelve defendants were members of a riotous mob which brutally murdered the six Japanese on the roof of their house, Taang Foo Villas on the night of September 20. The first four men were actually arrested on the roof while the fifth was caught as he was trying to make good his escape by walking on the ledge on a gable outside the first floor. The sixth man was arrested the next day upon information received while the seventh, eighth, ninth, tenth and eleventh men were arrested in the neighbourhood about midnight on the same night. The twelfth man, Mr. Whyte-Smith explained, was arrested on the 27th as the result of what he is alleged to have said in a conversation which was overheard.

Mr. Whyte-Smith went on to say that the defence would probably be that the men went to see and not to take part in the outrage. He then quoted several authorities to the effect that if one member of a riotous mob committed a murder, the other members were equally guilty, even if they had no part in the actual murder. In this case, Mr. Whyte-Smith went on, the crowd gathered to murder the Japanese to do them bodily harm and to destroy their property, and the twelve men were members of the crowd.

Taang Foo Villas, went on Mr. Whyte-Smith, was about three quarters of a mile from the Kowloon City Police Station. The ground floor of the house that was raided on the night in question was rented by a Japanese garden at (now deceased) who was the father of the family. The other members of the household were his wife, mother and four sons, two of whom were now dead. There were also a female relative and an amah aged 16, both of whom were also killed. The only Japanese who were in a position to give evidence were two carpenters who were visiting the family on the fatal night. The boy of 10 could also go into the witness-box but he would not be able to say much as he hid in a tank on the roof most of the time.

The Mob Grows.

Mr. Whyte-Smith said that the two carpenters would give evidence to the effect that they arrived at the house about 4.30 p.m. on the 20th, and even at that early hour, a crowd had collected outside. The mob, however, did not interfere with the Japanese, neither were the latter alarmed as it was usual for people to collect in that vicinity. Later on, the children went out to play on the lawn and it was then that the Chinese started to throw stones. The children were taken indoors, and although the father was asked to communicate with the police, he said there was no necessity for it.

About six o'clock, went on Mr. Whyte-Smith, the party sat down to dinner and they finished about 9.40 when the two visitors and Miss Yoshi (the relative) went out for a stroll on the lawn. A Chinese walked towards them and spoke to them, but as they did not understand him, he went into the house. He was, however, requested to leave. Mr. Whyte-Smith remarked that when the man entered, he was carrying something wrapped up in a white handkerchief.

The Trouble Starts.

Mr. Whyte-Smith told the Court that the trouble began in earnest about 5.30 p.m. when the crowd started pelting the house with stones and bricks, breaking the windows. The family went up on the first floor while the father, who had taken hold of a long sword, stayed downstairs. He shouted to them later that the crowd had broken open the door and then the family went up on the roof. The father followed and the boy went up, saying that he saw his father holding the sword and standing guard over the door, leading on to the roof. He (the father) held the fort for about half-an-hour. "This," added Mr. Whyte-Smith, "brings us to the time of the murder."

One of the visitors escaped by hiding under a settee in the first floor, and he was found in this position when the police arrived on the scene. The other visitor, and Miss Yoshi went up on to the roof and crossed a bridge which led to the next house which was vacant. They went down to the ground floor and would probably have gone out for the police but for the fact that they found that by this time a raging crowd had gathered right round the house.

Regarding the boy of 10, when he got to the roof he hid in a tank and stayed there till he was discovered by a Chinese who picked him up and hit him across the face and head with a stick. He fainted and was allowed to fall back into the tank where he lay unconscious until he was found by a European police officer.

Arrival of Police.

It was a well-known fact that there were disturbances on other parts of the peninsula that night, said Mr. Whyte-Smith, and most of the police who took part in this case had already been engaged in other parts. At about 8.15 p.m. Sergeant Doig and three Indian constables were sent to Taang Foo Villas. They had no idea what was going on there, said Mr. Whyte-Smith. They merely went because they knew there were some Japanese residents in that district and they wanted to see if all was well. When they got there, however, they saw a very hostile crowd numbering about 1,000, most of whom were armed with sticks and bamboo. The front door of the house was open and the officers forced their way through the mob to the house. When they got there, they saw a crowd of Chinese breaking up the furniture and throwing it outside, while on all sides there were cries of "Strike, strike them dead!" The officers found no signs of any Japanese in the house. Mr. Whyte-Smith added that it was very probable that the Japanese were on the roof by this time.

Continuing, Mr. Whyte-Smith said that Sergeant Doig saw that he could not do anything with such a small force, and as the officer could not find a telephone nearby, he inquired of the crowd where the Japanese were. He was then told that they had escaped. The Sergeant then decided to go back to the station for help. That was at 9.35 p.m. and they got to the scene of the outrage at 10.10 p.m. under the charge of Sergeant Butler. When they got back they found that the crowd was still very angry; they made baton charges and by this means gained the house. The officers made their way to the roof when Sgt. Doig discovered the dead bodies and also those who had been injured.

Mob Reform.

Mr. Yawashita seemed to be alive but he died almost immediately after. The wife was dead while the old lady and the amah died in hospital as also did the two boys. All the bodies were terribly mutilated and one of the boys (aged 9) escaped owing to the fact that his body was covered with blood. Mr. Whyte-Smith explained that the blood probably came from the other bodies, but the crowd thought they had killed the boy and therefore left him to his fate. It turned out, ultimately, that the lad was not very much injured. Regarding the weapons with which the Japanese were armed, Mr. Whyte-Smith said that he had seen a sword and a long staff.

DEATH OF FORMER RESIDENT.

MR. F. A. HAZELAND.

LONG CONNECTION WITH THE COLONY.

Many residents in the Colony, especially those whose connections go back for some years, will regret to hear that the death occurred at Sandhurst, Surrey on the 18th instant of Mr. F. A. Hazeland, a former Police Magistrate of Hong Kong. Mr. Hazeland passed away at the age of 70 years.

The late Mr. Hazeland, who was a brother of Mr. E. M. Hazeland, the well-known local architect, was born in Hong Kong, as also was his father, a former Crown Solicitor. Indeed, the family has had intimate connections with the Colony for a great number of years. It is interesting to recall that in his last year at the Government Central School (now Queen's College), the late Mr. Hazeland took the prize presented by the then Governor, Sir John Pope Hennessy, who, in presenting it, said he was happy to give it to the son of a worthy resident of the Colony.

Fine Record.

In 1875, Mr. Hazeland joined the Government service as clerk to the Puisne Judge, and held various posts until he retired in 1917 after over 39 years' service. Since that time, he had been residing in England. His earlier posts included acting Judge's clerk, acting Deputy Registrar and Accountant at the Supreme Court, First Clerk at the Supreme Court, acting Police Magistrate and Coroner, and Marshal of the Court of Admiralty. Whilst on leave in 1899, he became a barrister, passing in Roman Law at the Easter examination of law students at the Inner Temple.

In 1900 he was appointed First Police Magistrate, a post which he held until his retirement, though on several intervening occasions he served as Acting Chief Justice and Puisne Judge and once as Attorney General. He was a fluent Chinese linguist.

A keen sportsman, Mr. Hazeland was a fine runner. In his early days and competed in local events with much success. He was a Past Master of the Perseverance Lodge.

Injuries were inflicted Mr. Whyte-Smith remarked that medical evidence would be to the effect that the injuries were consistent with those inflicted by some sharp instrument. When he saw the bodies, Sgt. Doig went down and telephoned for the ambulance. The injured were taken to the hospital while the dead bodies were removed to the mortuary. Mr. Whyte-Smith said that while the police were entering the house, several people were seen to have jumped from the roof. It was a wonder how they escaped alive.

While the arrests were being made (four men were arrested on the roof and one was caught while trying to escape) Sgt. Butler noticed the mob reforming and make as if to charge the house. He fired a shot and as this did not seem to dampen the spirits of the angry rioters, he fired two more. These had the desired effect and the crowd dispersed. About this stage the military squad arrived and took over the five prisoners, and also searched the neighbourhood.

Mr. Whyte-Smith said he would like to stress the following points in connection with the arrests made in the house. The police got there for the first time shortly after nine and left again at 9.35 p.m. When they came back at 10.10 p.m. they found the crowd still there, and still in the same angry attitude. There were still cries of "Strike, strike them dead!" and they had not changed from a crowd of angry rioters to just an ordinary crowd of sightseers.

Case Adjourned.

"Your Worship," said Mr. Whyte-Smith, "I submit that it is quite clear that if a man joins a riotous mob in circumstances such as you have heard described, every one of the mob is responsible for the murder of the people, even if they did not strike a blow. Regarding the crowd reforming, it showed a common desire to resist opposition, so that, I submit, if the evidence bears out what I have said, murder by the man who struck the blow would also be murder by members of the mob." The case was adjourned until this afternoon.

GOVERNMENT HOUSE INVESTITURE.

LOCAL RESIDENTS DECORATED BY GOVERNOR.

RECIPIENTS' FINE RECORDS.

In the presence of a large and distinguished gathering at Government House yesterday morning, His Excellency the Governor, Sir William Peel, K.B.E., C.M.G., invested with their orders five Hong Kong residents who figured in this year's Birthday Honours List.

Major H. B. L. Dowbiggin was decorated with the Order of the British Empire, Company Sergeant Major Everest and Sergeant Major A. E. Taylor were invested with the M.B.E. and Dr. W. B. A. Moore and Mr. T. K. Chak were presented with certificates of the Brotherhood of the Order of St. John of Jerusalem.

Major H. B. L. Dowbiggin.

Major H. B. L. Dowbiggin was supported by Colonel L. G. Bird and Colonel T. A. Robertson. Addressing Major Dowbiggin, His Excellency said:—"I am very glad to invest you with the O.B.E. in recognition of your valuable services for the Hong Kong Volunteer Defence Corps. You were a second lieutenant in the Calcutta Rifles and an N.O.O. in the Mounted Infantry section of the Hong Kong Volunteers from the formation, and have filled various posts in the Corps. You were appointed a second lieutenant in 1907, a lieutenant in the same year, captain in 1923 and major in 1927, while last year you took over command of the Corps in the absence of Colonel Bird. You have been a zealous and useful officer and have rendered valuable public service of an honorary capacity. From 1925 to 1930 you were an honorary A.D.C. and it is my regret that business and other reasons have prevented you from acting in that capacity on my behalf. You thoroughly deserve the honour and I tender my sincere congratulations."

C.S.M. E. J. Everest, who was invested with M.B.E., was sponsored by Major Manners and Mr. G. P. de Martin. His Excellency said that C.S.M. Everest had been six and a half years in the Royal Engineers and was sergeant in the Hong Kong Volunteers from 1914 to the end of the war. He was mentioned in War Office notices for his valuable services. He was promoted to C.S.M. in 1923, and was attached to the Engineers Company, which had charge of the searchlights during the defence of the Colony during the war. The success of this work was due in a large measure to his efforts. He had proved himself a valuable officer, and he offered his hearty congratulations.

Sergeant-Major Taylor, R.A.M.C., who was invested with the M.B.E., was supported by Lieut. Harold and R.S.M. Smith. His Excellency said that Sergeant-Major Taylor was a clerk attached to the Director of Medical Services, North China Command in 1923 and 1929 and with the unification of the South and North China Command was appointed chief clerk and did excellent work in connection with the organisation of the new unit. He had shown himself to be devoted alike to duty and the cause of the service, and he was pleased to invest him with his honour.

Dr. Moore and Mr. Chak. Dr. W. B. A. Moore and Mr. T. K. Chak were presented with certificates of the Brotherhood of the Order of St. John of Jerusalem. They were sponsored by Mr. Ho Kom Tong and Mr. A. Morris. His Excellency said that Dr. Moore had rendered valuable work to the St. John Ambulance Brigade for 24 years and had recently been appointed district surgeon. He had given valuable service in brigade organisation.

Addressing Mr. Chak, His Excellency said he had been admitted to the Brigade in 1906 and had rendered a valuable service in translating the first aid book into Chinese. He had also done great service in vaccination in the New Territories and in the organisation of the Y.M.C.A. branch.

TRADING JUNKS DESTROYED.

BLAZE IN YAU MATI TYPHOON SHELTER.

Early yesterday morning, two large trading junks, belonging to the Kwong Shun Co., Cannan Road, Central, were burnt to the water's edge in Yau mati typhoon shelter as the result of a fire which broke out while they were moored alongside each other.

When the fire broke out at about 1 a.m., the only persons on board were the caretaker and his family who transferred hastily to a launch within reach, leaving their belongings to the mercy of the flames.

Two fireboats were employed in putting out the blaze, but the junks became waterlogged, as much due to the vast quantity of water pumped into them as by the action of the fire. The damage is estimated at about \$5,000.

HONG KONG STOCK EXCHANGE.

YESTERDAY'S TRANSACTIONS.

The market opened yesterday morning on the quiet side with a tendency towards lower rates, due to settlement influences.

Options and Hong Kong Futures remain on offer at \$1,500 and \$1,480, respectively. Steamboats were on offer at \$225. Rafts were again in demand at \$35.

Wharves were wanted at \$160. Providents (old) were offering at \$5, but buyers bid no higher than \$4. This new shares could be obtained at \$2.40.

Hotels (old) were in the market at \$14, with buyers at the close bidding \$14. The new shares were in demand at \$13.

Hong Kong Lands were wanted at \$80. Realities could have been obtained at \$13.

Two changed hands at \$16.35, but there were buyers at the close at \$16.40. 200000 Shares were wanted at \$15.125.

Trams were again in demand at \$100, but business did not result. Star Faries were the medium of sales at \$90.

China Lights had sellers at \$27. Hong Kong Electrics were in request at \$75.

Telephones (part paid) were offering at \$23. Cements (combined) were in the market at \$123, but buyers would not go higher than \$121.

Dairy Farms were done at \$28, and at the close there were sellers at \$28.

Constructions (new) were wanted at \$1.

AFTERNOON SESSION.

There was hardly any change in the market during the afternoon, but in a few instances buyers were offering slightly better rates than these ruling in the morning.

China Fares were in the market at \$650. Wharves were done at \$152.

Hotels (old) changed hands at \$14.20, closing with sellers at \$14.30. Realities were on offer at \$13.

Evros were done at \$16.40, closing with sellers at \$16.40. Trams were dealt in at \$20.10, and at the close there were buyers at this rate.

Star Faries were put through at \$90. China Lights were the medium of sales at \$26.55 and \$26.75.

Electrics were done at \$76, and at the close there were further buyers at this quotation.

Telephones (part paid) were on offer at \$27. Dairy Farms, after being dealt in at \$28, had buyers at the close at \$27.

KOWLOON WEDDING.

MR. E. WOODS—MISS ENID STEPHENSON.

The wedding was solemnised at Union Church, Kowloon, yesterday, of Mr. Eric Woods, of "Royner," Carmel Drive, Wirral, Cheshire, son of Mrs. E. Woods and the late Mr. J. R. Woods, and Miss Enid Grace Stephenson, of "Moss Leigh," Caithness Drive, Wallacey, Cheshire, daughter of Mrs. G. Stephenson and the late Mr. S. Stephenson.

The bride, who was given away by Mr. G. R. Murray, of the China Light and Power Company, looked charming in a dress of white georgette and lace over a foundation of white satin braids. She wore a Juliet cap of pearls, over a Brussels net veil, and carried a bouquet of white roses, Lily of the Valley and white heather.

The Rev. Francis Short officiated and Mrs. Short was at the organ. Mrs. G. N. Murray, in a dress of figured crepe, with hat and shoes to match, was Matron of Honour and Mr. L. N. Murray performed the duties of "best man."

A reception was held later at the Peninsula Hotel, after which the happy couple left for Reptile Bay where the honeymoon will be spent. The bride's going-away dress was a green satin beauty with hat and shoes to match.

ARMED ROBBERY IN KOWLOON.

FLAT IN JORDAN ROAD ENTERED.

A report was made to the Police yesterday by a woman named Wu Kam living at No. 5, Jordan Road, first floor, to the effect that armed men entered her flat at 12.15 p.m. and stole money and jewellery to the value of about \$150.

In a statement to the Police she stated that two men entered her room, and while one held her down the other ransacked the place. The robbers took away with them four bracelets, a wedding ring and a half-ornament, together with \$25 in cash.

After the robbers had left the flat, they were joined by a third man, who apparently had been acting as a sort of sentinel in the street below.

The Police on searching the premises after the robbery came upon three daggers which the robbers left in the staircase of the house.

POWELLS

10, Ice House Street.

PROTECT YOURSELF AGAINST THE CHILLY EVENINGS

Our range of Underwear for the cooler days is now complete and comprises Natural and White Wool, in Tropical and Lightweight Cashmere and Gauze, made by "JAEGER" and "MORLEY" also "MERIDIAN."

These are stocked in Vests with Short or Long Sleeves. Drawers—Knee or Ankle Length, also Combinations.

We shall be pleased to show you our Goods without obligation to purchase.

IN A PERSIAN GARDEN
Complete Song Cycle

ALBUM WORK—3
DORA LABETTE
MURIEL BRUNSILL
HUBERT EISELL
HAROLD WILLIAMS

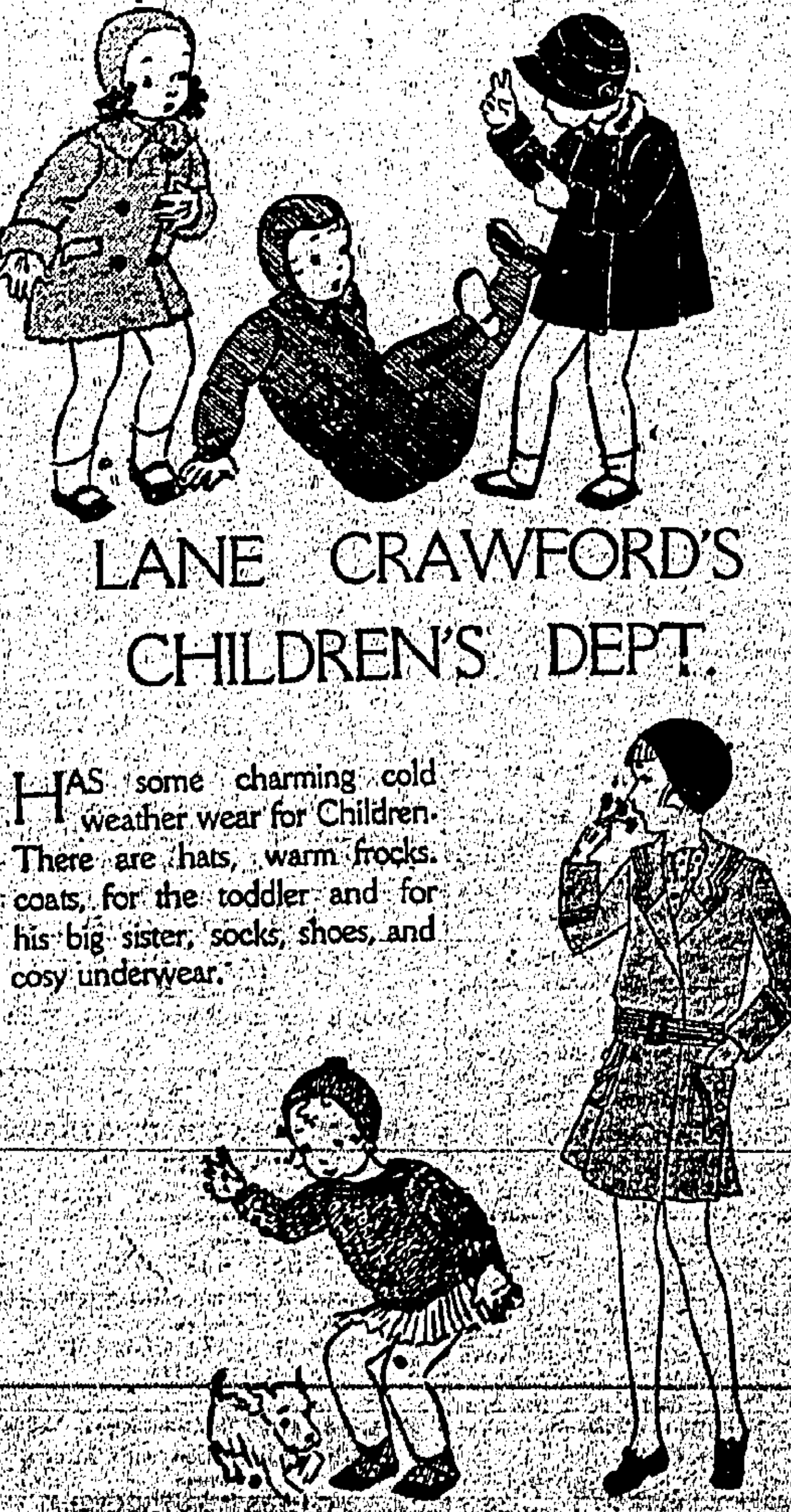
Columbia
Records

FIVE RECORDS
COMPLETE IN ART ALBUM

The Anderson Music Co., Ltd.

LANE CRAWFORD'S CHILDREN'S DEPT.

Has some charming cold weather wear for Children. There are hats, warm frocks, coats, for the toddler and for his big sister, socks, shoes, and cosy underwear.



NEW ADVERTISEMENTS



NELSON DAY.

THE President and Members of the Committee of the Hong Kong Branch of the NAVY LEAGUE will attend at the Cenotaph on NELSON DAY, WEDNESDAY, 21st INSTANT, at 11 a.m., and later at the Wanchai Memorial for the purpose of laying wreaths on the Monuments.

All members of the Navy League are cordially invited to be present.

A. L. SHIELDS, President.

[1942]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF WILLIAM SPILLER BIRDWOOD, LATE OF COLMER IN THE PARISH OF NORTH HAMPTON AND LONDON, IN THE COUNTY OF DEVON, ENGLAND, A COLONEL IN THE INDIAN ARMY OF THE EMPIRED LIST, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Probate Ordinance No. 2 of 1907, made an Order limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 7th Day of NOVEMBER, 1931.

All Creditors and Others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 13th day of Oct., 1931.

JOHNSON, STOKES & MASTER, Solicitors for the Executors, Prince's Building, Hong Kong.

[1294]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF NORA LILLIAN ROBERTS, LATE OF 78, BURNHAM GARDENS, WASHINGTON, DISTRICT OF COLUMBIA, U.S.A., FORMERLY OF WEI-HAI-WEI IN THE REPUBLIC OF CHINA, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Probate Ordinance No. 2 of 1907, made an Order limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 7th Day of NOVEMBER, 1931.

All Creditors and Others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 18th day of Oct., 1931.

JOHNSON, STOKES & MASTER, Solicitors for the Executor, Prince's Building, Hong Kong.

[1295]

THE HONG KONG JOCKEY CLUB.

THE TENTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 24th OCTOBER, 1931, commencing at 2 p.m.

The First Bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.

No one without a Badge will be admitted to the Members' Enclosure. Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (Both including Tax) are obtainable through the SECRETARY upon introduction by a Member, such Member to be responsible for Payment of All rights, etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon Application to the SECRETARY, Badges (limited to ONE) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.

On No Pretence will Children be permitted in either Enclosure during the Meeting.

Tickets are obtainable at the Club House provided they are ordered from the No. 1 Box by 5 p.m. on the 23rd OCTOBER. Telephone No. 21920.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00, including Tax, for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in Uniform are admitted Half Price.

Bookmakers, Tea Men, etc., will not be permitted to operate within the Perimeter of the Hong Kong Jockey Club during the Race Meeting.

Tickets will be obtainable in the Restaurant in the Public Enclosure.

By Order, C. B. BROWN, Secretary.

Hong Kong, 18th Oct., 1931. [1316]

SHANDY

IN THE WORDS OF MILTON
"DELECTABLE BOTH
TO BEHOLD AND TASTE"
WHEN IT'S MADE WITH

WHITBREAD'S

Britain's Best Beer

BECAUSE THIS BEER
IMPARTS TO IT AN
APPETISING COLOUR AND
THAT DELIGHTFUL FLAVOUR
AND AROMA OF THE

Finest Kentish Hops

FROM WHICH IT IS BREWED.

TRY IT AND INHALE A

Breath of Home

DON'T SIMPLY CALL FOR
A SHANDY—DEMAND AND
ENJOY A

"Whitbread Shandy"

SOLE AGENTS:

A.S. WATSON & Co., LIMITED.

EST. 1941.

THE MACAO JOCKEY CLUB.

DRAFT PROGRAMMES and
ENTRY FORMS for the
SECOND EXTRA RACE MEETING
to be held at MACAO on SUNDAY,
1st NOVEMBER, 1931 (Weather Per-
mitting), may be obtained at the Sports
Club, The Hong Kong Jockey Club
Stables, or at the Office of Messrs.
FABER SMITH, STEWART & FLEMING, 6, De
Voeur Road, Central.

Entries CLOSE at 12 O'CLOCK NOON
on THURSDAY, 22nd OCTOBER,
1931. [1240]

THE CHINA LIGHT & POWER CO. (1918), LTD.

LOST

APPLICATIONS for the Issue of
Duplicate Certificates, or other
Certificates in lieu thereof, have been
received by this Company from

Mrs. CHAN MOK SZE, of Hong
Kong, in respect of Certificate
No. 11767, covering Six Shares
Numbered 891370/891375, and

CHUN CHU TUNG, of Shang-
hai, in respect of Certificate No.
11693, covering Sixty Shares
Numbered 876367/876426,

upon statements that the respective
Original Certificates have been Lost or
Misplaced.

NOTICE IS HEREBY GIVEN
that, if within THIRTY DAYS from
the Date hereof No Claims or Repre-
sentations in respect of such Original
Certificates have been received by the
Company, this Company will then
proceed to deal with the Applications.

For THE CHINA LIGHT & POWER Co. (1918), Ltd.,
SHEWAN, TOMES & Co.,
General Managers,
Hong Kong, 28th Sept., 1931. [228]

CREDIT FONCIER D'EXTREME ORIENT.

MORTGAGE BANK AND ESTATE
AGENTS.

"PEAK MANSIONS"
Six-roomed & Five-roomed Apartments

PRINCE EDWARD ROAD,
KOWLOON.

Detached and Semi-detached Villas
Modern Construction with Garage.

"CAMBAY BUILDINGS"
Flats with Modern Conveniences.



DIRT IS MOSTLY DUST COVERED WITH GREASE

It sticks to the skin, closes the pores and brings infection. In washing the skin, it is not enough to dissolve the grease and remove the dirt. You must disinfect, especially out East, the places where the dirt has lain.

WRIGHT'S COAL TAR SOAP not only removes dirt but is, itself, an active disinfectant.

Agents: GILMAN & Co., Ltd.

HONGKONG BANK BUILDING.

WRIGHT'S COAL TAR SOAP

[A.P.R. 9]

DEATH.

HAZELAND.—On October 5, at Sanderstead, Surrey, FRANCIS ARTHUR HAZELAND, aged 70 years. [1340]

Editorial and Business Offices: 11, Lee House Street. Tel. 20261.

Night Editor (Wanchai Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, October 20, 1931.

BRITAIN'S VOTERS.

DESPITE the wide extension of the British franchise and the great social changes of the last thirty years, politics have altered less than might have been expected. Britain has not followed the Continental system of a multiplicity of small parties. There were three groups in the Victorian Parliaments, Conservative, Liberal and Irish Nationalists, and there are three groups to-day, Conservative, Labour and Liberal. It is true that the Liberals have, for the time being, sub-divided into three sections, but if Mr. Lloyd George is ever able to buy himself a place in the Labour Party with the funds sealed up in his notorious "war chest", no doubt Sir JOHN SIMON and Sir HERBERT SAMUEL would come to an agreement. The Labour split is also a temporary matter, and the "National Labour Party" will in time either rejoin Labour or be absorbed by the Conservatives. Of the 1,221 candidates only seventy-five stand outside the orthodox parties; twenty-five are Communists, twenty-three belong to Sir OSWALD MOSLEY's New Party and twenty-seven are classed by Rother under the heading of "Others." The Communists, polled only 50,000 votes last election, Sir OSWALD does not cut much ice, the "Others" are mainly cranky persons, with small local reputations, and it is not likely that more than half a dozen of these seventy-five will journey to Westminster.

The electorate grew from about a million in 1832, after the Reform Bill was passed, to 2,500,000 in 1867, and 5,000,000 in 1884. In 1910 the figure was 7,700,000, including Ireland, but in 1918 the enfranchisement of women over thirty put twenty-one million persons on the electoral roll. The "flappers' vote," which abolished all sex distinction in the franchise, brought the number of British voters up to 28,800,000 in 1920.

It used to be said that voting was left to the enthusiasts and the average man hardly bothered to go

to the polls. That is not the case to-day, for at the 1924 contest, eighty per cent. of the electorate recorded votes, and seventy-nine per cent. in 1928. The electorate in 1929 consisted of a total of 28,800,000, of whom 13,000,000 were men and 15,800,000 were women. The number of votes cast was 22,000,000.

The features of modern politics has been the replacement of the Liberal by the Labour Party since the War. In 1910 Labour returned 43 members to Parliament, but in general elections since the Armistice the figures have been:—

1918	38 members.
1922	149
1923	101
1924	150
1929	287

Few people would venture an analysis of the effect of women's admission to Parliament and of the women's vote. There were fifteen women M.P.'s in the last Parliament, and two women, Miss BOND-RITCHIE and Miss A. S. LAWRENCE, held office. There are now sixty-one women candidates in the field, of whom thirty-six are for Labour. Most women claim, however, that a greater care has been shown by Parliament for the interests not only of women and children, but also for social services, generally since the masculine monopoly in politics was abolished. Whether the change will usher in a new age or land the nation in bankruptcy is a matter of opinion, by no means divided on party lines. Many Conservatives hold that women have had a steady influence, and no one denies that their participation in politics has at least cleared up much of the old time drunkenness, bribery and rioting at elections, for which the only defence was that these good old English practices proved a source of inspiration to satirists like HOAGARTH and DICKENS. A modern polling station is a model of decorum, where the police usher in old ladies, and the presiding officers explain the procedure. To the old hands all this abandonment of the ancient customs is the last and most terrible sign of national degeneracy!

English as She is Spoken.

Here is a really bright piece of advertisement-writing from a Peiping newspaper: "Beautiful. Just received 8-Skins of White Polar Bear, luxuriously effected in Grandness. Different size: Saloon and Cabinet.

"Lovers of the Fine and Rare Things from the North Pole who wish to adorn their Nice Saloons for coming season or to make a present to a High person elected—are invited to have a look-up till 25th inst., only because this Lot further has to go despatched to the South. "Price-cheap. Requiring for a mediator to liquidator urgently. Personally, of course, we would choose the Saloon Size Polar Bear.

Good News for Alligators.

Hitherto alligators have always been regarded as pests useful only when dead for ladies' shoes and handbags. It appears that that impression is a wrong one.

Americans are fishing and. Their favourite haunts are in the waters of the sunny south, where the black bass provides them both with sport and succulence.

SPEED-IN DRESSMAKING.

New speed records are not altogether confined to aeroplanes. The winner of a recent dressmakers' competition in Berlin made a complete dress in 45 minutes. There are dresses and dresses, but reports of the event indicate that this was no mere "armholes and neck-hole" production, but a genuine affair with sleeves and all the other embellishments which go to distinguish the average dress from a flour sack.

A woman who can take a piece of cloth and turn it into a ready-to-wear dress in less time than it takes a man to sew a refractory button on his last year's overcoat is demonstrating a rate of speed that should give her right and title to a place well up on the list of "Records for 1931." The expert dressmaker may encounter no air pockets or "low ceilings" in navigating her sewing machine through several square yards of material, but it takes piloting of no mean order to sail her craft successfully around the buttonholes and other pitfalls encountered in a cruise from the neckband to the hem of a frock.

It is said that there were fifty participants in the competition, and the resultant operation of as many sewing machines must have presented in some degree some of the aspects of a triple-engine aeroplane making ready for a flight over the Atlantic.

"Eternal Clock."

The Swiss inventor, who claims that he has invented a clock which will run for ever on the power supplied by variations in barometric pressure, should find England the perfect place in which to exploit the invention.

It is high time that somebody found some useful way of employing the depressions which are perpetually moving East from Iceland, and many people will find some consolation in the English climate if it saves them the trouble of winding up the clocks.

Tale of the Day.

"I gave that man half-a-crown for saving my life."
"What did he do?"
"Gave me back a shilling change."

Faraday and Food.

Regarding Faraday's accidental discovery of what later became the basic principle of refrigeration, it appears that Thomas MOORE, the famous Lancashire-Australian who founded the Australian frozen meat trade, based his invention of refrigerating machinery on his knowledge of Faraday's work.

MOORE, it seems, first gained the idea of preserving meat by freezing from reading a newspaper account of the finding, in a mass of ice in Siberia, of the perfectly preserved body of an animal which had obviously been there for many years. He astonished his family at breakfast by thumping the table and ejaculating, "I've solved the problem of the world's food supply." Sixteen years later, after incessant work, he completed the refrigerating machinery for the first consignment of frozen meat to leave Australia.

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★ News and Views ★

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In recent years the supply of black bass has decreased alarmingly. The bass are being destroyed by the "cooters"—the soft-shelled turtles of the Southern waters. The "cooters" have increased because of the wholesale destruction of alligators by the gator hunters.

In American fishing circles the cry has now gone up: "Save the good alligator who eats the 'cooters' and leaves us our black bass." As a fisherman President Hoover should have no scruple about proposing the necessary legislation.

House Property in France.

An English chartered accountant resident in Paris about the happy statement of a purchase on one of the Channel boats that he and his wife own their own home in France, "and in France when you build your own home they let you off taxes for the first 15 years—to encourage house building."

"Every form of income is taxed twice in France," says the correspondent. "The relief to which the purchaser is entitled as the proprietor of a recently built house is that during the first 15 years he will not pay the schedule tax on the annual value of the property. But the annual value of the property has to be included in the annual declaration of revenue on which general income tax is assessed—which makes a difference."

Day of Reckoning.

In view of the paralyzing demands which will face the Home taxpayer on January 1 it is understood that a movement is on foot among realists to have the name of the night before changed to "Blue Year's Eve."

A Partridge Story.

A certain peer has decided to give up his lifelong habit of sitting games on the "twelfth" and parting with the First, irrespective of expense or of what part of the world he might be in.

His decision has been influenced by the Budget than by a recent experience at a French gambling resort.

On the First he gave a large dinner-party. Six brace of partridges—succulent young birds, especially brought over from England by hand—were to be the titbit of the feast.

What's In a Name?

Everything was in order, when suddenly the hotel chef refused to cook the birds. The French partridge season does not open till the fifteenth, and the chef was terrified of being fined.

At the eleventh hour the dinner—including the birds, which were served as "pouillards"—was transferred to another hotel, and all was well.

The peer, however, had a nervous crisis. Hence his good resolution.

Jobless Find Good Quarters.

In order to enable unemployed men to enjoy for a short while better food and more comfort than they can obtain for their few doles, a new kind of hotel has been opened in Heekingshamen, a small industrial town off the Ruhr district, not far from Wuppertal. It offers men out of work lodging and food for from nine to twelve marks a week. The rooms are cosy and the meals are good. This "proletarian hotel" also opens its doors to men who have just left prison. Here they have an opportunity to acquaint themselves to the conditions of the outside world. Unemployed and former prison inmates took a prominent part in establishing this hotel, which bears the inviting name of "Home of the Friends."

Blind Ex-Servicemen Make Good. What has become of all those men, blinded in the war, who a few years ago were so often seen in the streets leading to Regent's Park? The sixteenth annual report of St. Dunstan's, "Someone To See for Him" supplies the answer. Thanks to the training they have received 2,000 of them have "learned to be blind" and to do a day's work like other men.

Some have become telephonists and typists; others are misers in private or hospital practice, and still others are poultry farmers. One is a lecturer on physical treatment at a hospital in the United States, another is doing chemical research work, and a third is a Professor of Languages at a university.

A barrister, a solicitor, a chartered accountant, and the head of a great commercial enterprise in Australia are among those who were inmates of St. Dunstan's.

★ Local Notes and Events ★

From the Files.

Looking Back 25 Years.

Navigating-Lieutenant Charles E. Beckwith of H.M.S. *Dudman* has been appointed Harbour Master temporarily.

Yesterday Messrs. Hughes and Hough, auctioneers, offered for sale by public auction the Spanish steamer *Yol Macled*, but as the price offered, \$10,000, was below the upset, the vessel was withdrawn.

The fine launch of the Hong Kong Hotel, lost in the typhoon, has been recovered and is undergoing repairs.

The British Consul at Tunis has telegraphed to Malta for assistance to raise the *Lutin*. The submarine lies at a depth of 125 feet.

The following have been selected to play in a club practice rugby match to-day at 4.30 p.m. sharp. Colours: T. C. Gray; Bell, R.N.; J. C. Kendall, J. Gray, H.N., and G. L. Latham, R.N.; J. C. Jonghin, and P. Blunt; H. F. Chard, H. M. Kendall, B. G. Munro, J. Honnor, E. Rogers, R.E., T. S. Greenwood, R.N.; F. O. Davies, H. J. Topliss and S. C. Vickers. Whites: W. S. Gilbert, R.N.; A. M. Forrest, T. E. Penner, S. Petley, and A. Gregory; A. M. Fraser, R.A.M.C., and R. J. Blackburn, H. G. O. Bailey, R. M. Rankin, R.A.M.C., T. G. Drakeford, A. Gange, H. F. Hickman, H. M. Greenhill, C. B. Hayward and C. H. Mackay. Referee: Mr. J. Clark. *Hong Kong Daily Press*, October 20, 1906.

Looking Back 50 Years.

The recall of the Chinese students from the United States has caused a good deal of comment in the press of that country. The grounds for the action taken by the Peiping Government has been freely canvassed, and various surmises started to account for it. The report made by Commissioner Woo is generally accepted as the primary cause of the decision arrived at by the Chinese Authorities, but it is conjectured by some of the American papers that

(Continued on previous Column.)

BETTER ATMOSPHERE AT GENEVA.

JAPAN SUBMITS A SCHEME TO THE COUNCIL.

BUT CANNOT RISK PREMATURE EVACUATION OF TROOPS.

[THROUGH REUTER'S AGENCY.]

GENEVA, Oct. 19. The Council meeting this morning will be private.

Although nothing has yet been settled regarding the fixing of the period for the withdrawal of Japanese troops in Manchuria to the railway zone, the matter has naturally been a point of discussion at the Council and three weeks seems a natural limit.

It will be remembered that on a previous occasion fourteen days was fixed as the limit. It must be emphasised, however, that nothing has been finally decided.

The Japanese who throughout the proceedings have been most anxious that the practical problems facing them in Manchuria should not be lost sight of, have now handed to the Council a long memorandum setting forth these difficulties, declaring that despite appeals from Japanese nationals, they refused to send troops to the interior of Manchuria, adding that Japan firmly intends to withdraw her troops but the atmosphere of agitation now prevailing in China must first be calmed or a worse situation may arise.

Cannot Risk Premature Evacuation.

Despite assurances by China and the League for the safety of Japanese in Manchuria, the Japanese Government cannot risk their lives by premature evacuation.

The moderate tone of the Note created a good impression here.

M. Briand's reply to the Japanese memorandum of Oct. 13, declares that all members of the League agree that the reasons and opportunity would never justify an infringement of the Covenant, but he had carefully examined the question raised by the Japanese letter of Oct. 15 and he hoped his reply of the same date would have reassured Japanese sceptics regarding the methods adopted.

An Explanation.

The proposal to invite an American observer was simply intended to complete the arrangement already made to facilitate the transmission of information to the Council. Juridical questions which did not arise were consequently reserved. He considered it would serve no good purpose to undertake a juridical examination of problems which at present were inapplicable.

The private sitting lasted exactly an hour, ending at 11.30 a.m.

A Better Atmosphere.

It is understood a much better atmosphere prevails and real progress is being made towards a formula though still no definite limit for evacuation was reached.

The Japanese memorandum, which was intended for the Press and not the Council, produced a most favourable impression, as showing a more conciliatory disposition on the part of Japan, which strengthens the belief in a satisfactory solution being found.

M. Briand to-day is seeing the Chinese and Japanese delegates to endeavour to effect an agreement on a formula.

Reassuring Information.

The German delegate received more reassuring information from Manchuria stating that traffic on the Mukden-Hailung Railway had

CHINA'S MILITARY REORGANISATION.

CHIANG AND LI FOR NORTH AND SOUTH COMMANDS.

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 19.

Marshal Li Tsi Hsin, former Head of the Canton Government, who has been under surveillance in the capital for a lengthy period, attended the weekly memorial meeting at the National Government office this morning.

His unexpected appearance attracted much attention. He conversed with General Chiang Kai Shek most cordially, and the latter invited him to his office for a brief conference.

It is expected that Marshal Li will leave for Shanghai shortly. General Chiang Kai Shek is arriving at Shanghai to-morrow for the purpose of meeting the Cantonese delegates.

Dramatic Appearance.

(Wah Tsz Yat Pao.)

NANKING, Oct. 19.

The dramatic appearance of the former Kwangsi General, Li Tsi Hsin, at the weekly memorial service meeting held at Nanking Government House this morning is attracting considerable attention. It is believed that the restoration of his personal freedom is in compliance with the wishes of the Southern leaders, who are suggesting to Nanking a scheme of military reorganization, under which the whole country will be divided into two military sections, the north-eastern and south-western parts of the country. Marshal Li Tsi Hsin is to be Commander of the Allied Forces in South-Western China while Marshal Chiang Kai Shek is to be Commander of the Allied Forces in North-Eastern China.

PILOT KILLED IN AIR CRASH.

WING FALLS OFF WHEN 2,000 FEET UP.

SON OF SIR HERBERT COHEN.

Hythe (Kent).—Mr. Nigel Benjamin Cohen, son and heir of Sir Herbert Cohen of Sandy Hatch, Hythe, was killed when his private aeroplane crashed at New Inn Green.

It appears from eye-witness accounts that the machine was making a long dive when a wing came off.

The aeroplane fell in the garden behind the Royal Oak hotel, just missing the building itself. Mr. Cohen was killed instantly.

He had a short time previously taken off from the aerodrome at Lympne, the headquarters of the Cinque Ports Flying Club, of which he was a member, and had not flown very far when the accident occurred.

The aeroplane fell only a few yards from the Canterbury road, and an A.A. patrol, named Delo, who was on duty at some crossroads there, immediately rushed to the spot and found Mr. Cohen dead in the wreckage.

In an interview, Mr. Delo said: "I had been watching the plane for several minutes while the pilot was performing stunts. All of a sudden it dived for about a thousand feet and the engine roared excessively. The left wing dropped from the plane, and the machine toppled over and fell about 20 yards from where I was standing. It must have been about 2,000 feet up when the wing came off. I immediately rushed to the plane, with a man who had been standing in his garden. We felt the pulse of the pilot but he was dead."

"Excessive Strain."

Mr. K. E. Brown, the Cinque Ports Club instructor, said that he was watching Mr. Cohen from a club hangar. "The engine of the plane was running perfectly," said Mr. Brown, "and in diving from a great height the left wing fell off. The accident seemed to be due to excessive strain being put upon the structure of the machine owing to its big dive."

Parts of the machine were picked up 300 yards from the scene of the crash.

Mr. Cohen, who was 23 years of age, was a regular visitor to Hythe. He flew a good deal, and was often seen in the air performing daring feats over the town.

His father, Sir Herbert Cohen, is the second baronet, and was formerly Major in the 4th Battalion, Royal West Kent Regiment.

ANTI-JAPANESE MOVEMENT.

SITUATION IN CANTON SLIGHTLY IMPROVED.

[From Our Own Correspondent.]

CANTON, Oct. 19.

Anti-Japanese activities in Canton, which had been so tense a fortnight ago, have decreased markedly since the shooting affair on Wing Hon Road on the night of the "Double Tenth." Since that deplorable incident, the students and other anti-Japanese agitators have stopped parading the streets and haranguing crowds. These students have also called off their strike and are now attending classes as usual.

The boycott against goods of Japanese origin, however, is still enforced. No merchant is permitted to import any Japanese goods. The Chinese Seamen's Union has decided not to transport goods of Japanese origin hereafter. Notices to this effect are posted on all junks and boats. These notices state that any member of the union caught handling goods of Japanese origin will be severely punished.

MONEY FOR TOBACCO RESEARCH.

AUSTRALIAN MINISTER'S WARNING OF "BOOM" RESULTS.

Canberra.—The Commonwealth Government has agreed to provide 25,000 a year for three years for an investigation of problems affecting the tobacco industry.

The British-Australian Tobacco Company has agreed to provide a similar amount, and other tobacco manufacturers are now being asked to augment the fund further.

Senator Daly (Minister in Charge of Developments) said that the investigation would cover determination of the smoking qualities of Australian leaf, with a view to improving its quality and aroma; location of districts where satisfactory tobacco may be grown, and investigation of diseases, particularly blue mould.

He issued a warning that there was at present a "boom" in tobacco-growing. "Many who are rushing in to plant will fail," he said.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.10 p.m., stated:—

The typhoon is about 300 miles to the E.S.E. of Hong Kong, moving slowly westward. A strong anticyclone is central over N.E. China.

Local Forecast:—N. winds, strong; possibly increasing to a gale; overcast; rain.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate-General from the Manila Observatory:—

Manila, Oct. 19, 9.45 a.m.—Typhoon in about 120deg. Long. E. and 19deg. Lat. N., moving W.N.W.

HUMAN SACRIFICES FOR RAIN.

SOUTH AFRICAN TRAGEDY.

Durban.—A grim story of the offering of human sacrifices to bring rain is being unfolded by the examination of two native women and a man for the alleged murder of two girls, aged 2 and 4 respectively. The natives belong to the Sekukunilani tribe, which worships the anthrax and the porcupine.

The two children disappeared from the mother's hut, according to a native turned King's evidence, and one of the women accused took the children, imprisoned them for three days, and on the fourth let them away. She then gave them a mysterious powder, whereupon they collapsed. The woman backed up the bodies, which she carried away to make "Poku," which is a medicine for inducing rain. The trial is proceeding.

This is but one feature of the terrible drought which is afflicting the native territories. In Zululand it has not rained for twelve months. It is reported to-day that a thousand cattle are dying daily. The ground is so hard that ploughing hares will not dig it. Most of the natives are starving. The Government is appointing an emergency commission to organise relief.

PIRACY ON NORTH RIVER.

PASSENGERS KIDNAPPED: ONE GUARD KILLED.

[From Our Own Correspondent.]

Canton, October 19.

A fleet of some 15 big sampans, all carrying a valuable cargo, while on their way to Namhung from Shuiwan, unexpectedly encountered a band of bandits bent upon robbery in the vicinity of Toy Tan, on the North River. These outlaws made known their presence when they fired into the boats without warning. The fire was replied to by the 20 or so guards on board, and a brisk battle ensued.

All the boats succeeded in getting away, except two which were pirated. A number of passengers on board were kidnapped, and one guard was killed and two wounded. The entire cargo of the two pirated boats, valued at about \$4,000, was taken. The number of casualties suffered by the bandits is believed to be about 15.

Piracy on the upper parts of the North River has of late been rampant and boats have been compelled to travel in groups for protective purposes.

NEW LIFE FOR THE "SURREY."

AN HISTORIC THEATRE AWAKES.

HOME OF MELODRAMA IN LONDON.

After being without a tenant for more than five years, the historic Surrey Theatre in Blackfriars-road, S.E. 1, which next year celebrates its hundred and fiftieth birthday, is once again being used. The stage has been let to a touring company for rehearsals; and there is a prospect that before long the theatre will undergo certain structural alterations and be opened to the public.

The caretaker of the old "Surrey" told a reporter something of the theatre's history and vicissitudes. "This theatre was originally built in 1782," he said; "it was burnt down and rebuilt in 1814. Its first name was the 'Royal Circus,' but after the fire it was known as the 'Surrey.' Since it was built it has seen every form of entertainment from ballet to variety, and from circus shows to cinema entertainments. It was the original home of London's melodrama, and after the War there was a season of Grand Opera. But since 1923 it has been without a tenant."

Local tradesmen and theatrical managers alike have been mystified by the fact that this theatre, situated as it is in a densely populated area should have remained empty so long. The old building, with its massive classical portico facing Blackfriars-road, now has a somewhat forlorn appearance; and tramps snatch what repose they can in once-crowded foyer. But inside the theatre, which holds 1,400 people, is in an excellent state of repair. The stage is one of the largest in London; and there are tip-up seats even in the gallery.

L.C.C. Attitude.

Many managers have during the past five years made overtures for renting the theatre; but their efforts have never borne fruit. The late Mr. Temple-West, the former owner, who died recently, appeared reluctant to enter into negotiations with prospective tenants; he declined to be interviewed or to disclose his address. The present proprietors are anxious to let the theatre, but so far the London County Council have held up plans by refusing a licence, until certain costly and extensive alterations shall be carried out. These difficulties, it is hoped, will be overcome, and it is likely that before long the theatre will be restored to everyday use.

One of the most interesting features of the old "Surrey" is the collection of playbills illustrating the most important productions of the theatre's palmy days of last century. The great attraction of the year appears to have been the Christmas pantomime. In 1864 the "Pique de Resistance" was an elaborate water spectacle; while as an added attraction, the management announced that the side shows would include a "Toy shop," "Pawnbroker," and "Public House."

PREMIER ASKS FOR CONFIDENCE.

BRITAIN MUST BE SAVED FROM BANKRUPTCY.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 19.

In an election address to Seaford electors to-day, the Prime Minister asks for a vote of confidence to enable the Government to secure three essential things: Firstly, to stabilize the pound so that every householder may know its value before she buys the necessities of life, and every manufacturer is sure of what he gets for his goods; secondly, to reach International agreements regarding War Debt payments, which have so devastatingly affected world trade; and thirdly, to balance our trade, this is necessary if the State is to escape bankruptcy.

"GRID" TO SPAN THE THAMES.

500FT. PYLONS BEING BUILT.

An impressive new landmark for London will take shape shortly when, on the banks of the Thames, two giant towers, over 500ft. high, are erected to carry electric cables across the river from Barking to the Kent countryside.

These pylons, on the foundations of which work has already begun, will be a monumental feature of the Central Electricity Board's scheme for the "grid" for the South-Eastern area.

They will bear six or eight "conductors" lines, each of which will cost £20,000 to carry across the river, and it is expected that they will be erected by the end of the year.

The span of the cables will be 1,000 yards (over half a mile), and the clearance above the river at the centre will be 250ft.

St. Paul's Overtopped.

Thus the towers themselves will overtop St. Paul's by 135ft., and the lowest part of the cables, allowing for its sag, will be 110ft. higher above the river than the high-level of Tower Bridge, which is 142ft. above water.

A smaller, though by no means insignificant tower, 330ft. high, will be constructed on the Essex side, near by, to lift the cables over the River Roding.

These Thames towers will be pre-eminent in point of size. Towers of 350ft. serve to take power across the Clyde at Renfrew, while others, 240 ft. in height, carry the Forth with a span of 3,500ft., allowing a clearance over the water of 165ft., just higher than the transport level of the Forth Bridge.

Barking power station is, of course, the largest in England. The nature of the land on which this lofty bridge must be erected is soft and marshy, and the construction of the foundations will take some time.

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NO SECRET PACT WITH SOCIALISTS.

LLOYD GEORGE DENIES NEWSPAPER REPORT.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 19.

Mr. Lloyd George, when interviewed by Reuters, denied he had made any secret pact with the Socialists. He also said there was no pact, even regarding his own constituency.

The comparative orderliness of the election campaign was rudely shattered at Birmingham last night when the New Party leader, Sir Oswald Mosley, and his bodyguard, including the boxer, Kid Lewis, were involved in a free fight with a section of a crowd of 15,000 in the Rag Market, in which several people were slightly injured.

A NURSE CAVELL DOCUMENT.

OFFER TO BRITISH MUSEUM.

Berlin.—A registration form on which were entered several important statements concerning Nurse Cavell's imprisonment in Brussels before her execution was produced in a Weimar civil service court when a forester, Christian Buerger, was sentenced to the forfeit of a tenth part of one year's salary for attempting to make use of the document in a way calculated to promote anti-German feeling abroad.

The forester was employed as a clerk to the German General Staff in Brussels from 1914 to 1919, and came into possession thereof—how it is not stated—of a form concerning Edith Cavell. Recently, when the execution of the British nurse was recalled through the exhibition of a film dealing with the incident, the forester cast about for means of making capital out of the document in his possession.

He first communicated with the British Museum, but found to his surprise that no interest in his ware was shown in this quarter. He then turned to the South Kensington War Museum, and asked the fantastic sum of £12,500 for the document.

Not only was no acceptance of the offer forthcoming at South Kensington, but any further negotiations that Buerger may have had in mind were put out of the question by his dropping both the document and his correspondence concerning a market for it in the street, where it was picked up and handed over to the police authorities.

The forester pleaded that he was not aware that his negotiations concerning the document might be harmful to his country.



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VIOLENT TITHE SALE SCENE.

FARMERS DRIVE OUT STRANGER.

Ashford (Kent), Sept. 18.—At a tithe sale near here to-day, where farmers, in revolt against tithe payments, were deliberately bidding insignificant sums, a stranger, who ventured to bid £10 for a stack of hay, was set upon with violence and driven away.

Mr. John Hooker, of Bristly Farm, Ruckinge, was seized upon for £16 10s. and the stack of hay was offered by the County Court auctioneer. Over fifty farmers were present.

Mr. R. M. Redward, M.P. for Ashford, addressed the farmers, stating that the only thing left for them to do was to refuse to pay until the grievances were remedied by Act of Parliament.

When the sale started Mr. Redward opened the bidding with 5s. and it rose to 10s. Then the stran-

ger bid 25s. The body of farmers moved angrily towards him, asking, "Who is this man?"

Mr. Redward's £500.

The stranger then bid £10, and Mr. Redward stepped forward and bid £500. The crowd massed around the stranger and began to stone him. Mud and refuse from the farmyard was flung at him, and attempts were made to throw him in a pond.

With police assistance he escaped to his car, but the tyres had been punctured by members of the angry crowd. The stranger drove away in a hail of bricks and stones.

When the auctioneer asked Mr. Redward for the £500 another farmer stepped forward and claiming that he had also bid £500. A dispute was worked up, and the auctioneer started the sale again. Time bidding was very slow, and the haystack was sold to Mr. E. J. Haffenden, of Egerton, for 10s. Further tithe sales were held in the district, and the farmers attended each one in a body. No good bidding was experienced.

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JEWEL ROBBERS.

ALL PLEAD GUILTY AT SESSIONS.

SERVANT WHO ROBBED HIS EMPLOYER.

Although jurors were present at the opening of the Criminal Sessions yesterday before Mr. Justice (Lindsay), they were not called to serve owing to the accused persons on trial in various cases pleading guilty.

Tam Hop Kam admitted the offence when he was charged with larceny of a quantity of jewellery from his employer, Mrs. Wanch Krong-Moe, of 16, Peak Mansions.

Mr. Somerset Fitzroy explained that the theft took place on June 28 while the accused was employed as a house-boy.

The accused broke open a jewellery case and stole \$4,000 worth of jewellery. He decamped and went to a house in Yue Chow Street, Yaumatei, where he took a cubicle.

Here he handed the jewellery to a woman, who had already been convicted of receiving stolen property, and she pawned them for him.

Following the accused's arrest, over \$5,000 worth of stolen jewellery had been recovered.

Sentence of twelve months' hard labour was passed.

Disfiguring a Woman.

Throwing sulphuric acid on a woman and disfiguring her was the charge against Fung Yes, which he admitted.

Mr. Fitzroy said that the incident occurred on September 7 near the Polo ground where the woman was waiting for a bus. Apparently the accused had not known the woman previously and was unknown to her. He suddenly flung the acid on her, burning her clothes and face.

The fluid just missed the woman's eyes, otherwise she would have been blinded. Some of it fell on her neck and some on her back. The accused appeared to have been hired by some one to do this, but the Police have been unable to discover the instigator. It was a bad case and such acts required stopping.

Remarking that it was a very serious offence, his Lordship asked if accused had any cause to show why he should not be heavily punished. Accused replied that he had nothing to say, and he was sentenced to four years' hard labour.

Hard Labour and the Birch.

Chan Yau and Tang Shu pleaded guilty to robbery of a quantity of jewellery at Mongkok on August 10, while Chung Wah Young admitted receiving a platinum wrist watch. The second accused also admitted a separate charge of robbery on June 8 at Mongkok.

It was stated by the prosecution that the man charged with robbery on two separate occasions was arrested together with the first accused, while the third was taken into custody later and a pawn ticket was found on him relating to one of the stolen articles, which was the only thing recovered. Mr. Fitzroy said that the victims were women, and a certain amount of violence had been used on them by the robbers.

The first and second accused were sentenced to three years' hard labour, and the third accused was given twelve months for receiving stolen property.

Addressing the second accused, Tang, in regard to the August robbery, his Lordship said that as it was the second robbery in which he had been engaged during three months, he would be sentenced to five years and 15 strokes of the birch, the sentence to run consecutively with the three-year term.

There are two cases remaining on the calendar, which will come for hearing before the Chief Justice this morning.

GUESTS AT REPULSE BAY HOTEL.

The following guests are staying at the Repulse Bay Hotel:—Dr. M. E. Asger, Mr. L. Altree, Mr. H. P. Bailey, Mrs. M. Bird, Mr. and Mrs. Bonamour and child, Mr. W. G. Bree, Mr. and Mrs. A. Brostedt, Mr. and Mrs. J. J. Chollet, Mr. and Mrs. J. M. X. Chollot and two children, Mr. and Mrs. H. Corra and two children, Mrs. J. G. Cruickshanks, Mr. A. K. Dimond, Mr. and Mrs. H. A. Darrow, Mr. and Mrs. A. Drupth, Mr. S. H. Duff, Mr. D. D. Edgar, Miss E. J. Edmondson, Mr. and Mrs. E. J. Edwards, Mr. and Mrs. H. Efferace, Mr. and Mrs. Erlanger, Mr. D. Finne, Mr. A. H. Gordon, Miss B. Gordon, Mr. W. D. Harris, Mr. G. M. Homsworth, Miss S. Higgins, Mrs. Hojyer and two children, Mr. P. N. Jester, Miss D. A. Johnson, Mr. and Mrs. John Kempf, Mr. and Mrs. O. W. Langley and child, Mrs. Latane and child, Mr. F. M. McEain, Mr. and Mrs. E. C. Norris and child, Mr. and Mrs. T. R. Parsons, Mrs. H. C. Pullen, Mrs. M. S. Rose, Mr. and Mrs. H. J. Sheridan and four children, Mr. P. Smart, Mr. and Mrs. E. Stoun, Mr. L. G. Scott, Mr. and Mrs. Paul Spicer, Mr. and Mrs. E. Sweet, Mrs. G. E. Taffow and daughter, Mr. and Mrs. G. B. S. Thomson, Mr. and Mrs. J. Tully, Mr. and Mrs. J. H. Taggart, Mr. S. M. West, and Mrs. and Miss Wilder.

FORTY YEARS OF SERVICE.

"LATE MISS DAVIES' FINE RECORD."

PIONEER EDUCATIONIST.

A brief announcement in our columns last week with regard to the death in England of Miss Helen Davies recorded the passing of an old resident of the Colony.

Miss Davies was appointed by the London Missionary Society to Hong Kong in 1888 and arrived in the Colony about Christmas of that year. Apart from short absence on leave, Miss Davies spent forty-two years in the Colony engaged in educational work.

Her life may be described as a life spent freely for the education of Chinese girls in Hong Kong.

Miss Davies began her work in those early days of the Colony when it was not the usual practice of Chinese residents to send their daughters to school.

With characteristic self-discipline, she prepared herself for this work and as soon as her knowledge of the spoken language of Kwangtung allowed, she undertook the superintendence of several small girls' day schools. It was not long before she began a boarding school in one of the L.M.S. chapels. Eleven years after her arrival she moved the Girls' Boarding School to a new building on Bonham Road, for which she raised the necessary funds and superintended the building. From then onwards during her long residence in Hong Kong, Miss Davies gave herself to the one aim and purpose of building up this school.

Ying Wa Girls' School.

In 1929 a new school building was erected on an adjoining site at a cost of over \$100,000, to which the Government contributed \$50,000. This new building was formally opened just before her retirement last year. Miss Davies was thus able to see the dreams of a life-time fulfilled and to hand over to her successors a school with over three hundred pupils and buildings worthy of the school. The school is now known as the Ying Wa Girls' School and is graded from kindergarten to a matriculation standard. The headmistress is Miss D. Hutchingson.

Miss Davies never sought publicity, but in the Colony, in the provinces of Kwangtung and other parts of China, many of her old pupils will learn of her death with sorrow, coupled with thanksgiving for her life and sterling character. With one aim and purpose running through her life, Miss Davies, throughout her forty-two years of service, worked for the education of the girls of the Colony and saw many of her pupils take positions of trust and honour. Many Chinese women of today will hold her name in honour as long as memory lasts.

PACIFIC FARES REDUCED.

NEW DOLLAR LINE RATES.

The Dollar Steamship Line and American Mail Line advise that effective November 15, special reduced round trip fares are being quoted on all of their steamers from the Orient to the United States and Canada. These round trip fares will be valid for one year from date of issue and will be one and three-quarter fares, or 25 per cent. reduction of return portion. The minimum round trip fare will be G.855.25. This all-the-year round trip applies on first-class tickets only.

Even more important in the announcement by the Dollar Steamship Line and the American Mail Line of summer round trip rates, applicable to both first-class and special-class tickets, covering transportation Hong Kong to the United States or Canada and return. During the months of June, July and August, 1932, tickets at these summer round trip rates are sold at

G.\$545 in first class accommodations and G.\$297 in the excellent special-class cabins, available only on the Dollar Steamship Line and American Mail Line steamers.

These reduced round trip fares are being introduced at the instigation of the Robert Dollar Company to meet the long-felt need to encourage tourist travel to the United States and Canada from the Orient.

ASSETS

£13,000,000



CLAIMS PAID

£40,000,000

BY APPOINTMENT

GENERAL

ACCIDENT, FIRE & LIFE ASSURANCE CORPN., LTD.

All Classes of INSURANCE

WORLD WIDE

ORGANISATION

AGENTS:

JAMES H. BACKHOUSE

1A, CHATER ROAD.

TEL. 21733.

REMEMBER YOUR FRIENDS AT HOME THIS CHRISTMAS, WHAT THEY WOULD LIKE BEST IS SOMETHING TO REMIND THEM OF YOU AND THE LAND IN WHICH YOU LIVE.

TEA

FINEST HANKOW:—

Price per 5 catty box \$18.50 net.
(Approx. 7 lbs.)

FINEST FOOCHEW:—

Price per 5 catty box \$17.00 net.

ORANGE PEKOE CEYLON:—

5 lbs. \$17.50 net.

TEA

TEA

THE PRICES QUOTED

INCLUDE ALL CHARGES

to any address in the UNITED KINGDOM.

GINGER

IN SYRUP, FINEST STEM SPECIALLY SELECTED FOR US.

Per case of Six 5 lb. jars. \$18.00 net.

Per case of Twelve 2 1/2 lb. jars. \$21.00 net.

GINGER IN SYRUP

GINGER

THE PRICES QUOTED

INCLUDE FREIGHT

PAID to London Docks only.

DRIED GINGER IN TINS

GINGER

DRIED GINGER IN TINS

Per parcel of 8, 1 lb. tins. \$10.50 net.

Including postage to the United Kingdom.

XMAS MAIL LEAVES

November 2nd

ORDER EARLY

LANE, CRAWFORD, LTD.

GROCERY DEPARTMENT.

TEL: 28153.

ADVERTISED SAILINGS FROM HONG KONG

ADEN.

Morcelieri, Dodwell's, Oct. 25.
Athena, P. & O., Oct. 27.
Burdwan, P. & O., Oct. 27.
Carignano, Dodwell's, Nov. 22.
Somali, P. & O., Dec. 20.

ALGERIERS.

Canton, Gilman, Nov. 4.
Nanking, Gilman, Nov. 27.
Tamura, Gilman, Dec. 27.

AMSTERSDAM.

Siam, Manners, Oct. 21.
Malaya, Manners, Oct. 21.
Havel, Melchers, Nov. 4.
Java, Manners, Nov. 5.
Canton, Gilman, Nov. 9.
Derflinger, Melchers, Nov. 14.
Nanking, Gilman, Nov. 27.
Africa, Manners, Nov. 29.
Mhin, Melchers, Dec. 1.
Annam, Manners, Dec. 20.
Tamura, Gilman, Dec. 27.

ANTWERP.

Kashmir, P. & O., Oct. 24.
Siam, Manners, Oct. 24.
Burdwan, P. & O., Oct. 27.
Katori Maru, N.Y.K., Oct. 31.
Java, Manners, Nov. 5.
Canton, Gilman, Nov. 9.
Derflinger, Melchers, Nov. 14.
Nanking, Gilman, Nov. 27.
Africa, Manners, Nov. 29.
Mhin, Melchers, Dec. 1.
Annam, Manners, Dec. 20.
Tamura, Gilman, Dec. 27.

AUSTRALIAN PORTS.

Changha, B. & S., Oct. 20.
Sarpedon, B. & S., Oct. 20.
Kame Maru, N.Y.K., Oct. 24.
Nellore, E. & A., Oct. 31.
Calchas, B. & S., Nov. 10.
Taiping, B. & S., Nov. 17.
Kito Maru, N.Y.K., Nov. 21.
Tanda, E. & A., Dec. 2.
Achilles, B. & S., Dec. 8.
Changha, B. & S., Dec. 15.
Annam, Melchers, Dec. 20.

BALTI.

Tjibaduk, J.C.J.L., Oct. 24.
Tjibaduk, J.C.J.L., Nov. 10.
Tjibaduk, J.C.J.L., Dec. 10.

BATavia.

Siam, Manners, Oct. 24.
Malaya, Manners, Oct. 24.
Java, Manners, Nov. 5.
Africa, Manners, Nov. 29.
Annam, Manners, Dec. 20.

BATON.

Glaucus, B. & S., Nov. 5.
Irisbank, Bank, Nov. 6.
Foyebank, Bank, Nov. 20.
Adriatic, B. & S., Dec. 7.

BANGKOK.

Mainan, Manners, Oct. 25.
Malolo, Dollar, Oct. 29.
Kweiyang, B. & S., Oct. 30.

BARCELONA.

Derflinger, Melchers, Nov. 14.
Leverkusen, Jelsen, Dec. 5.

BATAVIA.

Tjikurung, J.C.J.L., Oct. 20.
Tjibaduk, J.C.J.L., Nov. 3.
Tjibaduk, J.C.J.L., Nov. 17.

BELAWAN-DELI.

Cremer, J.C.J.L., Oct. 22.

BOMBAY.

Genoa Maru, N.Y.K., Oct. 25.
Alipore, P. & O., Nov. 4.
Naldera, P. & O., Nov. 7.
Carignano, Dodwell's, Nov. 22.

BOSTON.

Moncalieri, Dodwell's, Oct. 25.
Cingalese Prince, Furness, Nov. 5.
Glaucus, B. & S., Nov. 5.
Irisbank, Bank, Nov. 6.
Tsuayama Maru, N.Y.K., Nov. 11.
Foyebank, Bank, Nov. 20.
Adriatic, B. & S., Dec. 7.

BREMEN.

Java, Manners, Oct. 29.
Havel, Melchers, Nov. 4.
Derflinger, Melchers, Nov. 14.
Main, Melchers, Dec. 1.

BRINDISI.

Moncalieri, Dodwell's, Oct. 25.
Pisana, Dodwell's, Nov. 11.
Carignano, Dodwell's, Nov. 22.
Gange, Dodwell's, Nov. 25.
Gracovia, Dodwell's, Dec. 20.
Venezia L. Dodwell's, Dec. 20.

CAIRO.

Yuenan, Jardine's, Oct. 26.
Santhia, B.I., Oct. 29.
Kumsang, Jardine's, Nov. 6.
Tamura, P. & O., Nov. 12.
Suisang, Jardine's, Nov. 20.
Malacca Maru, N.Y.K., Nov. 21.
Takada, P. & O., Nov. 21.
Sirdhana, P. & O., Dec. 10.
Tilawa, P. & O., Dec. 24.

CALCUTTA.

Kashmir, P. & O., Oct. 24.
Calchas, B. & S., Nov. 10.
Kashgar, P. & O., Nov. 21.
Corfu, P. & O., Dec. 19.

CEBU.

Shelton, Manners, Oct. 22.
Michigan, Manners, Oct. 24.

CHANGHAI.

Chipshing, Jardine's, Oct. 20.
Huichow, B. & S., Oct. 30.
Cheongshing, Jardine's, Nov. 8.
Kueichow, B. & S., Nov. 18.
Achilles, B.F., Dec. 8.

COLOMBO.

Macedonia, P. & O., Oct. 23.
Moncalieri, Dodwell's, Oct. 25.
Genoa Maru, N.Y.K., Oct. 26.
Athena, P. & O., Oct. 27.
Katori Maru, N.Y.K., Oct. 31.
Alipore, P. & O., Nov. 4.
Rajputana, P. & O., Nov. 4.
Kashima Maru, N.Y.K., Nov. 11.
Pres. Polk, Dollar, Nov. 15.
Tatsumi Maru, N.Y.K., Nov. 11.
Felix Rousseau, M.M., Nov. 11.
Somali, P. & O., Nov. 14.
Venezia L. Dodwell's, Nov. 16.
Kutsang, Jardine's, Nov. 18.
Corfu, P. & O., Nov. 20.
Emp. of Asia, C.P.S., Nov. 20.
Ginyo Maru, N.Y.K., Nov. 20.
Glenapp, Jardine's, Nov. 20.
Tamura, Gilman, Nov. 20.
G. Metzinger, M.M., Nov. 25.
Hosang, Jardine's, Nov. 27.
Glenishel, Jardine's, Dec. 4.
Emp. of Canada, C.P.S., Dec. 5.
Perim, P. & O., Dec. 5.
Nankin, P. & O., Dec. 7.
Hilda, Dodwell's, Dec. 14.
Emp. of Russia, C.P.S., Dec. 14.
Karmala, P. & O., Dec. 18.
Santhia, P. & O., Dec. 18.
Ixion, B. & S., Dec. 19.
Peiping, Gilman, Dec. 20.

COPENHAGEN.

Siam, Manners, Oct. 24.
Malaya, Manners, Oct. 24.
Java, Manners, Nov. 5.
Africa, Manners, Nov. 29.
Annam, Manners, Dec. 20.

DALNY.

Tean, B. & S., Oct. 20.
Chinhuu, B. & S., Oct. 22.
Linan, B. & S., Oct. 20.

DUTCH PORTS.

Havelland, Jelsen, Oct. 24.
Kashmir, P. & O., Oct. 24.
Java, Manners, Oct. 29.
Burdwan, P. & O., Oct. 31.
Africa, Manners, Nov. 29.
Mhin, Melchers, Dec. 1.
Annam, Manners, Dec. 20.
Tamura, Gilman, Dec. 27.

FOOCHOW.

Haikyung, Douglas, Oct. 20.
Haiching, Douglas, Oct. 23.
Chipshing, Jardine's, Oct. 20.
Huichow, B. & S., Oct. 20.
Cheongshing, Jardine's, Nov. 8.

GENOA.

Havelland, Jelsen, Oct. 25.
Moncalieri, Dodwell's, Oct. 25.
Pisana, Dodwell's, Nov. 1.
Pres. Garfield, Dollar, Nov. 1.
Sauerland, Jelsen, Nov. 7.
Canton, Gilman, Nov. 9.
Toyoaka Maru, N.Y.K., Nov. 13.
Derflinger, Melchers, Nov. 14.
Pres. Polk, Dollar, Nov. 15.
Carignano, Dodwell's, Nov. 22.
Rames, Jelsen, Nov. 23.
Nanking, Gilman, Nov. 27.
Gange, Dodwell's, Nov. 25.
Pres. Adams, Dollar, Nov. 29.
Leverkusen, Jelsen, Dec. 5.
Ulysses, B.F., Dec. 20.
Venezia L. Dodwell's, Dec. 20.
Gracovia, Dodwell's, Dec. 20.
Tamura, Gilman, Dec. 27.

GLASGOW.

Sarpedon, B. & S., Oct. 27.
City of Windsor, Bank, Nov. 9.
Noleus, B.F., Nov. 20.
Teucer, B.F., Dec. 1.
Ulysses, B.F., Dec. 20.
Antenor, B.F., Dec. 23.

GOTHENBURG.

Canton, Gilman, Nov. 9.
Nanking, Gilman, Nov. 27.
Tamura, Gilman, Dec. 27.

HAIPHONG.

Kingyuan, B. & S., Oct. 25.
Kueichow, B. & S., Nov. 6.

HAMBURG.

Siam, Manners, Oct. 24.
Havelland, Jelsen, Oct. 25.
Malaya, Manners, Oct. 30.
Burdwan, P. & O., Oct. 31.
Troilus, B. & S., Nov. 3.
Havel, Melchers, Nov. 4.
Java, Manners, Nov. 5.
Sauerland, Jelsen, Nov. 7.
Canton, Gilman, Nov. 9.
City of Windsor, Bank, Nov. 9.
Calchas, B.F., Nov. 10.
Derflinger, Melchers, Nov. 14.
City of Roubaix, Bank, Nov. 17.
Gleniffer, Jardine's, Nov. 20.
Rames, Jelsen, Nov. 23.
Nanking, Gilman, Nov. 27.
Africa, Manners, Nov. 29.
Main, Melchers, Dec. 1.
Leverkusen, Jelsen, Dec. 5.
Achilles, B.F., Dec. 8.
Annam, Manners, Dec. 20.
Somali, P. & O., Dec. 20.
Tamura, Gilman, Dec. 27.

HANKOW.

Siam, Manners, Oct. 24.
Malaya, Manners, Oct. 30.
Burdwan, P. & O., Oct. 31.
Troilus, B. & S., Nov. 3.
Havel, Melchers, Nov. 4.
Java, Manners, Nov. 5.
Sauerland, Jelsen, Nov. 7.
Canton, Gilman, Nov. 9.
City of Windsor, Bank, Nov. 9.
Calchas, B.F., Nov. 10.
Derflinger, Melchers, Nov. 14.
City of Roubaix, Bank, Nov. 17.
Gleniffer, Jardine's, Nov. 20.
Rames, Jelsen, Nov. 23.
Nanking, Gilman, Nov. 27.
Africa, Manners, Nov. 29.
Main, Melchers, Dec. 1.
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Achilles, B.F., Dec. 8.
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Achilles, B.F., Dec. 8.
Annam, Manners, Dec. 20.
Somali, P. & O., Dec. 20.
Tamura, Gilman, Dec. 27.

JAPAN PORTS.

Dakar Maru, N.Y.K., Oct. 22.
Glenog, Jardine's, Oct. 22.
Emp. of Russia, C.P.S., Oct. 23.
Macedonia, P. & O., Oct. 23.
Pres. Madison, A.M.L., Oct. 23.
Tatsumi, B.I., Oct. 23.
Nanking, Gilman, Oct. 24.
Rames, Jelsen, Oct. 25.
Yasukuni Maru, N.Y.K., Oct. 25.
Meriones, B.F., Oct. 20.
Andre Lebon, M.M., Oct. 25.
Chichibu Maru, N.Y.K., Oct. 28.
Kiddersport, P. & O., Oct. 30.
Suisang, Jardine's, Oct. 31.
Khiva, P. & O., Nov. 1.
Glenheg, Jardine's, Nov. 5.
Tanda, E. & A., Nov. 6.
Rajputana, P. & O., Nov. 6.
Emp. of Japan, C.P.S., Nov. 7.
Gange, Dodwell's, Nov. 10.
Hosang, Jardine's, Nov. 10.
Tatsumi Maru, N.Y.K., Nov. 11.
Felix Rousseau, M.M., Nov. 11.
Somali, P. & O., Nov. 14.
Venezia L. Dodwell's, Nov. 16.
Kutsang, Jardine's, Nov. 18.
Corfu, P. & O., Nov. 20.
Emp. of Asia, C.P.S., Nov. 20.
Ginyo Maru, N.Y.K., Nov. 20.
Glenapp, Jardine's, Nov. 20.
Tamura, Gilman, Nov. 20.
G. Metzinger, M.M., Nov. 25.
Hosang, Jardine's, Nov. 27.
Glenishel, Jardine's, Dec. 4.
Emp. of Canada, C.P.S., Dec. 5.
Perim, P. & O., Dec. 5.
Nankin, P. & O., Dec. 7.
Hilda, Dodwell's, Dec. 14.
Emp. of Russia, C.P.S., Dec. 14.
Karmala, P. & O., Dec. 18.
Santhia, P. & O., Dec. 18.
Ixion, B. & S., Dec. 19.
Peiping, Gilman, Dec. 20.

KARACHI.

Alipore, P. & O., Nov. 4.

LIVERPOOL.

Troilus, B. & S., Nov. 3.
Toyoaka Maru, N.Y.K., Nov. 13.
Noleus, B.F., Nov. 20.
Teucer, B.F., Dec. 1.
Ulysses, B.F., Dec. 20.

LONDON.

Kashmir, P. & O., Oct. 24.
Moncalieri, Dodwell's, Oct. 25.
Sarpedon, B. & S., Oct. 27.
Tinhaw, Bank, Oct. 28.
Burdwan, P. & O., Oct. 31.
Katori Maru, N.Y.K., Oct. 31.
Naldera, P. & O., Nov. 7.
City of Windsor, Bank, Nov. 9.
Calchas, B.F., Nov. 10.
Kashima Maru, N.Y.K., Nov. 14.
City of Roubaix, Bank, Nov. 17.
Gleniffer, Jardine's, Nov. 20.
Kashgar, P. & O., Nov. 21.
Patroclus, B.F., Nov. 25.
Rajputana, P. & O., Dec. 5.
Achilles, B.F., Dec. 8.
Corfu, P. & O., Dec. 19.
Antenor, B.F., Dec. 23.
Somali, P. & O., Dec. 20.

LOS ANGELES.

Pres. McKinley, A.M.L., Oct. 24.
Pres. Grant, A.M.L., Nov. 10.
Ginyo Maru, N.Y.K., Nov. 20.

MAKASSAR.

Tjibaduk, J.C.J.L., Oct. 27.
Tjibaduk, J.C.J.L., Nov. 10.
Tjibaduk, J.C.J.L., Nov. 24.

MANILA.

Changha, B. & S., Oct. 20.
Pres. McKinley, Dollar, Oct. 20.
Shelton, Manners, Oct. 22.
Kame Maru, N.Y.K., Oct. 24.
Michigan, Manners, Oct. 24.
Pres. Cleveland, Dollar, Oct. 24.
Tjibaduk, J.C.J.L., Oct. 27.
Tjibaduk, J.C.J.L., Oct. 29.
Emp. of Japan, C.P.S., Oct. 30.
Nellore, E. & A., Oct. 31.
Pres. Garfield, Dollar, Nov. 1.
Pres. Taft, Dollar, Nov. 7.
Canton, Gilman, Nov. 9.
Tjibaduk, J.C.J.L., Nov. 10.
Emp. of Asia, C.P.S., Nov. 12.
Derflinger, Melchers, Nov. 14.
Pres. Polk, Dollar, Nov. 15.
Kiano Maru, N.Y.K., Nov. 21.
Pres. Jefferson, A.M.L., Nov. 21.
Tjibaduk, J.C.J.L., Nov. 24.
Emp. of Canada, C.P.S., Nov. 27.
Nanking, Gilman, Nov. 27.
Pres. Adams, Dollar, Nov. 29.
Tanda, E. & A., Dec. 2.
Emp. of Russia, C.P.S., Dec. 10.
Emp. of Japan, C.P.S., Dec. 23.
Tamura, Gilman, Dec. 27.

MARSEILLES.

Kashmir, P. & O., Oct. 24.
Siam, Manners, Oct. 24.
Athos II, M.M., Oct. 27.
Sarpedon, B. & S., Oct. 27.
Malaya, Manners, Oct. 30.
Troilus, B. & S., Nov. 3.
Havel, Melchers, Nov. 4.
Java, Manners, Nov. 5.
Sauerland, Jelsen, Nov. 7.
Canton, Gilman, Nov. 9.
City of Windsor, Bank, Nov. 9.
Calchas, B.F., Nov. 10.
Derflinger, Melchers, Nov. 14.
City of Roubaix, Bank, Nov. 17.
Gleniffer, Jardine's, Nov. 20.
Rames, Jelsen, Nov. 23.
Nanking, Gilman, Nov. 27.
Africa, Manners, Nov. 29.
Main, Melchers, Dec. 1.
Leverkusen, Jelsen, Dec. 5.
Achilles, B.F., Dec. 8.
Annam, Manners, Dec. 20.
Somali, P. & O., Dec. 20.
Tamura, Gilman, Dec. 27.

MATRUH.

Siam, Manners, Oct. 24.
Malaya, Manners, Oct. 30.
Burdwan, P. & O., Oct. 31.
Troilus, B. & S., Nov. 3.
Havel, Melchers, Nov. 4.
Java, Manners, Nov. 5.
Sauerland, Jelsen, Nov. 7.
Canton, Gilman, Nov. 9.
City of Windsor, Bank, Nov. 9.
Calchas, B.F., Nov. 10.
Derflinger, Melchers, Nov. 14.
City of Roubaix, Bank, Nov. 17.
Gleniffer, Jardine's, Nov. 20.
Rames, Jelsen, Nov. 23.
Nanking, Gilman, Nov. 27.
Africa, Manners, Nov. 29.
Main, Melchers, Dec. 1.
Leverkusen, Jelsen, Dec. 5.
Achilles, B.F., Dec. 8.
Annam, Manners, Dec. 20.
Somali, P. & O., Dec. 20.
Tamura, Gilman, Dec. 27.

MATRUH.

Siam, Manners, Oct. 24.
Malaya, Manners, Oct. 30.
Burdwan, P. & O., Oct. 31.
Troilus, B. & S., Nov. 3.
Havel, Melchers, Nov. 4.
Java, Manners, Nov. 5.
Sauerland, Jelsen, Nov. 7.
Canton, Gilman, Nov. 9.
City of Windsor, Bank, Nov. 9.
Calchas, B.F., Nov. 10.
Derflinger, Melchers, Nov. 14.
City of Roubaix, Bank, Nov. 17.
Gleniffer, Jardine's, Nov. 20.
Rames, Jelsen, Nov. 23.
Nanking, Gilman, Nov. 27.
Africa, Manners, Nov. 29.
Main, Melchers, Dec. 1.
Leverkusen, Jelsen, Dec. 5.
Achilles, B.F., Dec. 8.
Annam, Manners, Dec. 20.
Somali, P. & O., Dec. 20.
Tamura, Gilman, Dec. 27.

MATRUH.

Siam, Manners, Oct. 24.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 20th Oct. 10 a.m.
SWATOW & AMOY	"NANYING"	On 20th Oct. Noon
SWATOW, NEWHONG & DALNY	"ANHUI"	On 20th Oct. 5 p.m.
SWATOW, NINGBO, SHANGHAI, NEWHONG & DALNY	"CHIN HUA"	On 22nd Oct. 10 a.m.
SWATOW & SHANGHAI	"KING HOH"	On 22nd Oct. 10 a.m.
HONGKONG, PAKHOI & HAIPHONG	"KING YUAN"	On 23rd Oct. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"TAIYUAN"	On 24th Oct. 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUI CHOW"	On 24th Oct. 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"LIAN"	On 24th Oct. 10 a.m.
SWATOW & SHANGHAI	"SUI CHOW"	On 27th Oct. 10 a.m.
SWATOW & SHANGHAI	"TSINAN"	On 27th Oct. 5 p.m.
SWATOW, WHARF, CHEFOO & TIENTSIN	"HUICHOW"	On 30th Oct. 10 a.m.
HONGKONG & BANGKOK	"KWEIYANG"	On 30th Oct. Noon
HONGKONG, PAKHOI & HAIPHONG	"KING HOH"	On 30th Oct. 2 p.m.
SWATOW, WHARF, CHEFOO & TIENTSIN	"KUEICHOW"	On 31st Nov. 10 a.m.

* Loads at dangerous goods anchorage (Stonemasons).

* Calls at Amoy for passengers only.

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Agents.

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FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUGARBOY AND STEWARDESS CARRIAGE.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 27s RETURN.

LONDON (via Australia) from £135-15-0.

(Australian Steamer Company Ltd.)

STEAMER	Due from Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
CHANGTE	In Port 6th Dec.	20th Nov.	23rd Oct.	8th Nov.
TAIPING	11th Dec.	18th Dec.	21st Dec.	8th Dec.
TAIPING	8th Jan.	15th Jan.	18th Jan.	8th Feb.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "SIAM"

on or about 24th OCTOBER

For PORT SAID, HAVRE, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

Other Sailing— SHANGHAI, ETC.

M.S. "Siam" ... 24th Oct. 1931

M.S. "Java" ... 5th Nov. "

M.S. "Malaya" ... 30th Nov. "

M.S. "Afrika" ... 29th Dec. "

M.S. "Annam" ... 30th Dec. "

M.S. "Danmark" ... 25th Jan. 1932

M.S. "Java" ... 28th Feb. "

Optional Bills of Lading issued to United Kingdom Ports.

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels.

M.S. "MUINAM." M.S. "BINTANG"

m.s. "Muinam" to Bangkok via Swatow

Leaving here 23rd OCTOBER, 1931. Due at Bangkok 30th OCTOBER.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Telephone 24071. Agents. MESSAGERIE MARITIME BUILDING.

PRINCE LINE

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King's Building. Telephone 23165. Telegrams: Furprince.

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On Lloyd's list of approved cargo.

Steel manufacture.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

OCTOBER 18, 1931.											OCTOBER 19, 1931.										
STATION	Hour Time	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND Direction	Force	Clouds (Part)	WIND Direction (Reading)	Hour Time	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND Direction	Force	Clouds (Part)	WIND Direction (Reading)					
		Inches	Millim.							Inches	Millim.										
Whidvostok	12	30.02	762.4	54	SW	1	b	6	30.29	769.4	42	...	NW	4	b	...					
Nomuro	11	29.72	755.0	...	W	3	...	5	29.92	760.0	...	...	WNW	1	...	...					
Hakodate	...	29.90	769.5	...	W	4	...	...	30.04	768.0	...	...	...	...	...	...					
Tokio	...	29.93	761.5	...	ENE	1	...	...	30.02	762.5	...	...	N	1	...	...					
Kochi	...	29.96	761.0	...	...	0	...	...	29.94	760.5	...	...	...	...	...	...					
Nagasaki	...	29.93	761.5	...	NNE	1	...	...	30.04	763.0	...	...	ENE	2	1	...					
Kagoshima	...	29.92	760.0	...	ENE	2	...	...	29.92	760.0	...	...	NW	1	...	...					
Oshima	...	29.92	757.5	...	SE	1	...	...	29.87	759.0	...	...	SSE	2	0	...					
Naha	...	29.75	755.0	...	NE	1	...	...	29.82	757.5	...	...	...	...	2	...					
Ishigakijima	...	29.70	754.5	...	ENE	3	...	...	29.75	755.5	...	...	E	3	3	...					
Bonin Island	...	29.95	761.0	...	SE	1	...	...	29.98	761.5	...	...	SSE	2	3	...					
Chefoo	15	30.22	767.6	80	NNW	6	o	3	30.41	772.6	56	...	N	4	2	...					
Shanghai	13	30.18	769.0	68	NE	4	bo	...	30.27	769.8	59	6	NNE	2	4	...					
Outfall	...	30.14	765.5	67	NNE	4	b	...	30.73	767.8	63	...	NNE	6	0	...					
Wenchow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Fochow	...	29.84	757.9	72	E	6	o	7	29.98	761.5	69	0	N	6	6	...					
Amoy	...	29.78	759.4	82	E	4	bo	...	29.85	759.2	74	0	NE	4	6	...					
Swatow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Taihook	11	29.53	757.8	74	ENE	4	r	5	29.86	758.5	68	...	NE	4	4	...					
Taihu	...	29.61	752.2	81	NNW	2	o	...	29.61	752.0	70	...	N	4	4	...					
Tainan	...	29.58	751.4	65	NNE	4	o	...	29.58	751.3	68	...	N	4	4	...					
Koshan	...	29.55	750.5	81	NE	6	o	...	29.50	749.4	77	...	NE	6	6	...					
Pescadore	...	29.63	752.6	77	NNE	8	o	...	29.63	752.6	72	...	NNE	8	8	...					
Hong Kong	14	29.72	754.9	85	N	3	bc	6	29.60	756.9	75	7	N	4	6	...					
Gap Rock	...	29.74	755.4	79	NW	5	b	...	29.79	756.6	78	7	N	6	4	...					
Macao	...	29.72	754.8	85	NNE	2	bc	...	29.79	756.0	72	4	N	4	4	...					
Hoihow	...	29.58	753.4	82	NNE	1	b	...	29.66	753.8	74	6	NNE	8	8	...					
Pratas Island	...	29.58	753.4	77	NNE	8	o	6	29.66	753.8	75	6	NE	3	1	...					
Phulien	15	29.78	756.3	81	N	0	o	7	29.89	759.3	75	...	NE	3	8	...					
Tourano	...	29.73	755.1	82	NNW	4	o	...	29.82	757.5	75	8	WNW	1	1	...					
Cape St. James	...	29.73	755.0	82	SW	3	o	...	29.80	757.0	73	6	NW	1	...	...					
Banco	14	29.81	745.5	83	ENE	4	o	6	...	...	...	...	...	...	...	...					
Aparrí	...	29.09	739.0	77	W	8	q	...	...	...	...	...	...	...	...	...					
Tuguegarao	...	...	...	...	...	...	...	...	29.62	749.8	76	4	...	...	0	...					
Vigan	...	...	...	...	...	...	...	...	29.58	751.3	76	6	S	2	2	...					
Manila	...	29.52	749.9	88	WSW	4	o	...	29.68	752.5	79	6	W	2	0	...					
Legaspi	...	29.54	750.4	83	SW	4	bc	...	29.66	753.4	79	8	...	...	0	...					
Calbayog	...	29.60	751.8	83	WSW	6	q	...	29.70	754.4	81	8	SW	6	6	...					
Tacoloban	...	29.61	752.2	85	S	4	o	...	29.72	754.9	79	8	S	2	4	...					
Iloilo	...	29.59	751.7	85	SW	6	tl	...	29.70	754.4	79	4	SW	4	2	...					
Cebu	...	29.63	752.5	85	SW	6	q	...	29.73	755.2	81	6	SW	4	2	...					
Surigao	...	29.66	753.4	85	SW	4	o	...	29.76	755.9	83	6	SW	2	2	...					
Saipan	11.00	...	...	...	...	...	...	...	29.80	756.9	79	...	E	3	...	...					
Guam	12.22	29.74	755.4	...	E	4	b	4.22	...	...	...	...	...	...	...	...					
Yap	11.00	29.78	756.3	...	SW	2	o	5	29.79	756.7	...	6	...	...	0	...					
Pelew	...	...	...	...	...	...	...	...	29.81	767.1	77	...	WNW	2	...	...					
Labuan	14	29.94	760.6	86	SW	8	bc	6	29.89	769.3	77	1	...	...	...	...					

October 18d. 17h. 25m.—Warning to Hong Kong, Coast Ports, &c.—A severe typhoon within 30 miles of Lat. 19° N. Long. 122° E., moving W.N.W.

October 19d. 10h. 18m.—Warning to Hong Kong, Coast Ports, &c.—A severe typhoon within 60 miles of Lat. 20° N. Long. 121° E., moving W.N.W.

October 19d. 10h. 43m.—The typhoon is about 400 miles E.S.E. of Hong Kong moving W.N.W.

The anticyclone centred over N.E. China has strengthened.

Manila warning, 19d. 9h. 45m.—Typhoon in Lat. 19° N. Long. 120° E., moving W.N.W. Recd. 19d. 10h. 12m.

Shanghai warning, 18d. 21h. 18m.—Typhoon of unknown intensity within 60 miles of Lat. 19° N. Long. 122° E., moving W.N.W. Recd. 18d. 21h. 24m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 74.52 inches, against an average of 79.49 inches.



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on the
PACIFIC

Now—Enable you to visit

Honolulu

or travel direct Express to Pacific Coast and still

"Go Empress!"

Emp. of Russia	Emp. of Japan	Emp. of Canada	Emp. of Russia	Emp. of Japan	Emp. of Canada	Emp. of Russia	Emp. of Japan	Emp. of Canada
Oct. 23	Oct. 23	Oct. 23	Oct. 23	Oct. 23	Oct. 23	Oct. 23	Oct. 23	Oct. 23
Nov. 7	Nov. 7	Nov. 7	Nov. 7	Nov. 7	Nov. 7	Nov. 7	Nov. 7	Nov. 7
Nov. 20	Nov. 20	Nov. 20	Nov. 20	Nov. 20	Nov. 20	Nov. 20	Nov. 20	Nov. 20
Dec. 4	Dec. 4	Dec. 4	Dec. 4	Dec. 4	Dec. 4	Dec. 4	Dec. 4	Dec. 4
Dec. 18	Dec. 18	Dec. 18	Dec. 18	Dec. 18	Dec. 18	Dec. 18	Dec. 18	Dec. 18
Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1	Jan. 1
Jan. 15	Jan. 15	Jan. 15	Jan. 15	Jan. 15	Jan. 15	Jan. 15	Jan. 15	Jan. 15
Jan. 29	Jan. 29	Jan. 29	Jan. 29	Jan. 29	Jan. 29	Jan. 29	Jan. 29	Jan. 29
Feb. 12	Feb. 12	Feb. 12	Feb. 12	Feb. 12	Feb. 12	Feb. 12	Feb. 12	Feb. 12
Feb. 26	Feb. 26	Feb. 26	Feb. 26	Feb. 26	Feb. 26	Feb. 26	Feb. 26	Feb. 26
Mar. 12	Mar. 12	Mar. 12	Mar. 12	Mar. 12	Mar. 12	Mar. 12	Mar. 12	Mar. 12
Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26
Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9
Apr. 23	Apr. 23	Apr. 23	Apr. 23	Apr. 23	Apr. 23	Apr. 23	Apr. 23	Apr. 23
May 7	May 7	May 7	May 7	May 7	May 7	May 7	May 7	May 7
May 21	May 21	May 21	May 21	May 21	May 21	May 21	May 21	May 21
Jun. 4	Jun. 4	Jun. 4	Jun. 4	Jun. 4	Jun. 4	Jun. 4	Jun. 4	Jun. 4
Jun. 18	Jun. 18	Jun. 18	Jun. 18	Jun. 18	Jun. 18	Jun. 18	Jun. 18	Jun. 18
Jun. 30	Jun. 30	Jun. 30	Jun. 30	Jun. 30	Jun. 30	Jun. 30	Jun. 30	Jun. 30

Special Through Fares to Europe
£120-£112-£83-£79

TO MANILA

Empress of Japan—October 30

NEW REDUCED TRANS-PACIFIC ROUND TRIP FARES
Effective Nov. 15

First Class Limited One Year

25% REDUCTION ON THE RETURN PORTION

On Sale June 1 to Aug. 31—Return Limit Dec. 31

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1st Class and Tourist Cabin
50% REDUCTION ON THE RETURN PORTION

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THE WORLD'S GREATEST TRAVEL SYSTEM.
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REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

CHICHIBU MARU ... Wednesday, 28th Oct.

TATSUTA MARU ... Wednesday, 11th Nov.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIYE MARU ... Tuesday, 3rd Nov.

HEIAN MARU ... Tuesday, 10th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

KATORI MARU ... Saturday, 31st Oct.

KASIMA MARU ... Saturday, 14th Nov.

SYDNEY & MELBOURNE via Manila & Peking

KAMO MARU ... Saturday, 24th Oct.

KITANO MARU ... Saturday, 21st Nov.

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU ... Monday, 26th Oct.

TOKUSHIMA MARU ... Friday, 30th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Tuesday, 30th Nov.

NEW YORK, BOSTON via PANAMA.

TRUYAMA MARU ... Wednesday, 11th Nov.

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

TOYOOKA MARU ... Friday, 15th Nov.

CALOUTIA via Singapore, Penang & Rangoon.

MAKAKO MARU ... Saturday, 7th Nov.

SHANGHAI, KOBÉ & YOKOHAMA.

DAKAR MARU ... Thursday, 22nd Oct.

YABUKUNI MARU ... Wednesday, 25th Oct.

For further information, apply to

NIPPON YUSEN KAISHA,

Telephone 39891. (Private exchange to all Dep'ts.)



FRENCH MAIL STEAMERS

Sailing from Hong Kong:

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Port-Said.

To Yokohama via Shanghai and Kobe.

ATHOS II ... 27th Oct.

DARTAGNAN ... 10th Nov.

ANDRE LEON ... 24th Nov.

FELIX ROUSSEL ... 23rd Dec.

G. MEYTINGER ... 23rd Dec.

SPHINX ... 15th Jan.

PORTHOS ... 2nd Feb.

CHERNOGAI ... 2nd Feb.

We can issue Through Tickets to Europe, Brazil, Africa, Australia, etc. via our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE (AUSTRIAN)

For DUNKIRK via Port-Said, Oran, Algiers, Marseilles, Rotterdam.

For Full Particulars, apply to—

Che. des MESSAGERIES MARITIMES, 2, Quai de Commerce, Telephone 14681.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 3,465 TONS;
THROUGH CARGO 7,041 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

Cargo for Through Ports

British Wing Lee, Chekau 400

Haiyang, Foochow 200

Chakung, Canton 342

Kwang Cha, Bangkok 1,397

Sinkiang, Canton 150

Japanese Rangoon Maru, Calcutta 659 3,303

Borneo Maru, Yokohama 9 2,386

Deli Maru, Takno 792 260

Total 3,465 7,041

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday:

Wing Lee (Br.) Chekau 130

Haiyang (Br.) Foochow 145

Sinkiang (Br.) Canton 74

Total 349

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ending at 9 a.m. yesterday were:

British 5 3

Japanese 3 3

Chinese 1 0

German 0 1

Norwegian 0 2

Danish 0 1

Total 9 10

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:

Wharves:—Kowloon: Rangoon Maru; Holt's: City of Peking; Blackheads: New Mathilde; Douglas: Lapraik; Haiyang; Saikong; Wing Lee.

Docks:—Kowloon: Dorry; Persius; Linchong; Fingal; Yei Maru; Seistan; Taihook; Tenn; Hangcheong.

Buoys:—A1 Tjisalak, A5 Borneo Maru, A7 Changte, A8 Tyndareus, A9 Sing Kee, A15 City of Elwood, B9 Chakung, B11 Kalgan, B14 Shun, Chih, B11 Kalgan, B14 Kwangchow, B15 Kaying, B17 Yuen Lee, B18 Hellas, B21 Sinkiang, B22 Hin Sang, B23 Deli Maru, B27 Corona.

NEW C.P.R. RATES.

REDUCED FARES ON THE PACIFIC.

We are advised by the C. P. R. that on and after November 15, first class round trip tickets will be issued between ports in the Orient and Victoria and Vancouver at a reduction of 25% on the return portion. The tickets will be available for 12 months. The first class fare, Hong Kong to Vancouver and return will be G. \$665.00.

For the summer of 1932, special round trip tickets, first class and tourist cabin, will be on sale from June 1 to August 31, at a reduction of 50% on the return portion. The fares Hong Kong to Vancouver and return will be G. \$562.50 first class, and G. \$283.00 tourist cabin. Tickets will be available to return up to December 31.

SEAMAN'S DASH TO DAUGHTER'S BEDSIDE.

In response to a message shouted across the sea, the Lowestoft steamer drifter Trier returned full speed to Fleetwood.

A message, broadcast at night, was addressed to the engineer of the drifter, whose daughter, Ethel Patterson, was dangerously ill in Lowestoft Hospital. This was picked up by the Lowestoft drifter Lord Suffolk, whose skipper, knowing that the Trier had no wireless, steamed off to give the news. Both vessels were fishing off the Irish coast.

CREW OF NAUTILUS IN ENGLAND.

London, Sept. 24.—Twelve members of the crew of the submarine Nautilus arrived at North Shields yesterday from Bergen. They took train for London, whence they will leave for New York.

All the men are Americans. They stated that they were under contract not to talk about the expedition.

WARSHIPS IN PORT.

The following warships were in port yesterday:

Basin:—Tamar.

North Wall:—Vindictive.

South Wall:—Tarantula.

East Wall:—Persous, Olympus, Osiris, Odin, Otus.

North Arm:—Berwick, Sandwich.

West Wall:—Medway, Proteus.

Parthian, Pandora, Phoenix, Oswald, Orpheus.

Kowloon:—Sepoy.

Buoy No. 3:—Magnolia.

Buoy No. 4:—Cornflower.

Buoy No. 6:—Kent.

Buoy No. 8:—Marston.

Buoy No. 10:—Stormcloud.

Buoy No. 11:—Sterling, Sirdar.

Buoy No. 12:—Scraph.

Buoy 13:—Seraph.

Foreign Men of War:—Portuguese cruiser Adamastor and gunboat Macau, French despatch vessel Cranee.

ARRIVALS.

October 18.

Tjitarang, Dutch str., 6,034 tons, Capt. Jonge, from Amoy; buoy No. A4.—J.C.J.L.

October 19.

Borneo Maru, Japanese str., 4,261 tons, Capt. S. Kondow, from Karatsu, buoy No. A8.—O.S.K.

Chakung, British str., 1,470 tons, Capt. J. McAlister, from Canton, buoy No. B9.—J. M. & Co.

Chinhua, British str., 1,350 tons, Capt. D. Williams, from Swatow, buoy No. B3.—B. & S.

City of Perth, British str., 4,153 tons, Capt. J. Swinney, from Singapore, Holt's Wharf.—Bank Line.

Daviken, Norwegian str., 1,773 tons, Capt. G. Svane, from Swatow, West Point Wharf.—J. M. & Co.

Deli Maru, Japanese str., 1,293 tons, Capt. E. Sanada, from Swatow, buoy No. B23.—O.S.K.

Haiyang, British str., 1,303 tons, Capt. Erwin, from Swatow, Douglas Wharf.—Douglas & Co.

Kwangchow, British str., 1,572 tons, Capt. C. Stringer, from Swatow, buoy No. B14.—B. & S.

Pres. McKinley, American str., 3,402 tons, Capt. R. E. Carey, from Shanghai, Kowloon Wharf.—Dollar S.S. Line.

Rangoon Maru, Japanese str., 3,636 tons, Capt. M. Mamada, from Singapore, Kowloon Wharf.—N.Y.K.

Sinkiang, British str., 1,616 tons, Capt. E. Gibbs, from Canton, buoy No. B21.—B. & S.

Tjitarang, Dutch str., 4,002 tons, Capt. Simons, from Manila, Quarry Bay.—J.C.J.L.

CLEARANCE.

October 19.

Borneo Maru, for Singapore.

Changte, for Manila.

Chinhua, for Canton.

Daviken, for Canton.

Deli Maru, for Canton.

Hydrangea, for Swatow.

Kalyan, for Swatow.

Rangoon Maru, for Shanghai.

Sinkiang, for Swatow.

Solen, for Singapore.

Teian, for Shanghai.

Tjitarang, for Muntok.

Tyndareus, for Kobe.

FINLAND'S £1,000,000 CLAIM.

AGAINST BRITAIN.

Geneva.—The Council of the League of Nations is to consider a claim for \$1,000,000 made by Finland against Great Britain in respect of ships lent during the War.

The claim is in respect of boats lent to the British Navy by the Tsar of Russia. The Finnish case is that the Tsar had no right to lend these ships, which belonged to private owners, and were either sunk or damaged during hostilities.

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AGENTS FOR

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S.S. "TINHOW" ... 28th October

Loading for Mauritius, Beaulieu, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Cape Town.

Through Bills of Lading issued to: Beaulieu, Quilmas, Ibo, Port Aguda, Mozambique, Chinda, Inhambane, Zanzibar, Mombasa, Kilindi, Port Natal, Ladros Bay, Walvis Bay and Madagascar.

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of the
NEWS OF THE FAR EAST

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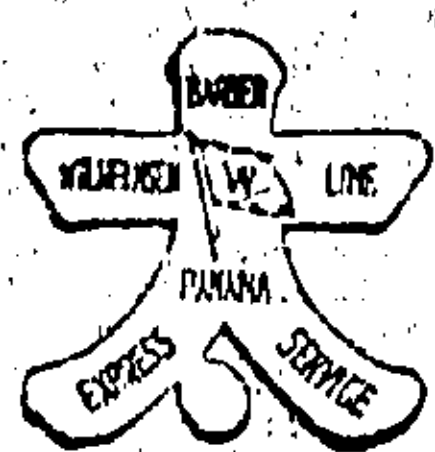
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any part of the world—\$18.

EXCHANGE CLOSING QUOTATIONS.

October 19, 1931.

ON LONDON:—	Telegraphic Transfer... 1/8
Bank Bills, on demand 1/3	
Bank Bills, 4 months' sight	1/8 1/2
Credit, 4 months' sight	1/8 1/2
Documents, 4 months' sight	1/8 1/2
ON PARIS:—	Bank Bills, on demand 815
Credit, 4 months' sight 760	
ON NEW YORK:—	Bank Bills, on demand 94 1/2
Credit, 60 days' sight 28 1/2	
ON BOMBAY:—	Telegraphic Transfer... 84 1/2
Bank, on demand ... 84 1/2	
ON CALCUTTA:—	Telegraphic Transfer... 84 1/2
Bank, on demand ... 84 1/2	
ON SHANGHAI:—	Bank, at sight ... 84 1/2 dis.
ON YOKOHAMA:—	On demand ... 49 1/2
ON MANILA:—	On demand ... 49 1/2
ON SINGAPORE:—	On demand ... 49 1/2
ON BATAVIA:—	On demand ... 50 1/2
ON HONGKONG:—	On demand ... 62
ON SINGAPORE:—	On demand ... 18 1/2
SOVEREIGNS, Bank's Buying Rate	1/4 1/2
BANK SILVER, per oz.	17 9/16



BARBER WILHELMSEN LINE.

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via PANAMA.

NEXT SAILING

M.V. "TAI YIN"
on OCTOBER 18th

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LOS ANGELES, NEW YORK & BOSTON

42 Days To New York

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REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"SARPEDON" 27th Oct., For Marseilles, London,
Rotterdam & Glasgow.
"CALCHAS" 10th Nov., For Marseilles, London,
Rotterdam & Hamburg.

LIVERPOOL SERVICE

"TROILUS" 3rd Nov., For Port Said, Liverpool,
Havre, Rotterdam & Hamburg.
"NELEUS" 20th Nov., For Port Said, Liverpool
and Havre.

NEW YORK SERVICE

"GLAUCOS" 5th Nov., For Boston, New York & Baltimore
via Philadelphia & Singapore.

PACIFIC SERVICE (via KOBE & YOKOHAMA)

"PROTESILAUS" 18th Nov., For Victoria, Vancouver & Seattle.
"IXION" 19th Dec., For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"MERIONES" 28th Oct., For Shanghai, Kobe & Yokohama.
"ULYSSES" 3rd Nov., For Shanghai, Kobe & Yokohama.

All cargo steamers with limited passenger accommodation
at specially reduced fares.
For freight, passage rates and information, apply to the
undermentioned.
All bookings are subject to the provisions of the Company's
Bills of Lading.

Butterfield & Swire,
Agents.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$20,000,000
Reserve Funds:—
Sterling \$10,000,000
Silver \$10,000,000
Reserve Liability of Pro-
prietors \$20,000,000

Head Office: Hong Kong.

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Hon. Mr. J. J. Patterson, Deputy Chairman.

Hon. Mr. W. H. Bell

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Chief Manager: K. M. GRAYBURN, Esq.

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Bombay, Hong Kong, Shanghai, Yokohama

Calcutta, Hong Kong, Shanghai, Yokohama

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Chongking, Hong Kong, Shanghai, Yokohama

Colon, Hong Kong, Shanghai, Yokohama

Hankow, Hong Kong, Shanghai, Yokohama

Harbin, Hong Kong, Shanghai, Yokohama

Hong Kong, Hong Kong, Shanghai, Yokohama

Kobe, Hong Kong, Shanghai, Yokohama

London, Hong Kong, Shanghai, Yokohama

Lyons, Hong Kong, Shanghai, Yokohama

Manila, Hong Kong, Shanghai, Yokohama

Peking, Hong Kong, Shanghai, Yokohama

Shanghai, Hong Kong, Shanghai, Yokohama

Singapore, Hong Kong, Shanghai, Yokohama

Tientsin, Hong Kong, Shanghai, Yokohama

Yokohama, Hong Kong, Shanghai, Yokohama

Current Accounts opened in

LOCAL CURRENCY and FIXED DE-

POSITS received for one year or

shorter periods in LOCAL CURRENCY

and STERLING on terms which will

be quoted on application.

Hong Kong, 18th May, 1931. [28]

HONG KONG SAVINGS BANK.

THE Business of the above Bank

is conducted by the HONG

KONG & SHANGHAI BANKING

CORPORATION. Rules may be ob-

tained on application.

For the Hong Kong & Shanghai

BANKING CORPORATION, V. M. GRAYBURN,

Chief Manager.

Hong Kong, 18th July, 1930. [3]

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6, QUEEN'S ROAD CENTRAL.

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NEW YORK.

An American Bank offering complete

Foreign Banking Service in the

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Interest Rates on Application.

This Bank is entirely owned by THE

CHASE NATIONAL BANK, NEW

YORK, with Resources over U.S.

\$2,500,000,000.

D. M. BIGGAR,

Manager.

28]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD

CENTRAL.

Authorized Capital

Gldrs. 150,000,000.

(£12,500,000.)

Paid-Up Capital... Gldrs. 30,000,000.

(£2,500,000.)

Reserve Fund... Gldrs. 30,000,000.

(£2,500,000.)

Head Office:—Amsterdam.

Eastern Head Office:—Batavia.

Branches:—Batavia, Bandoeng, Bencoolen,

Bombay, Calcutta, Ceylon, Hong Kong,

Kobe, London, Lyons, Manilla, Peking,

Rangoon, Shanghai, Singapore, Soerabaya,

Tientsin, Yokohama.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—

National Provincial Bank, Ltd.

Correspondents all over the world.

Banking Business of every descrip-

tion transacted.

A. STOKKINK,

Manager.

Hong Kong, 12th May, 1931. [30]

THE BANK OF CANTON, LTD.

HEAD OFFICE:—Hong Kong.

Hong Kong Currency:

AUTHORIZED CAPITAL... \$11,000,000

PAID-UP CAPITAL... 8,000,000

RESERVE FUND... 1,000,000

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LOCK POONG SHAN,

Manager.

27]

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1852.

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Reserve Fund... \$2,000,000

Reserve Liability of Pro-

prietors... \$3,000,000

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BATavia, BOMBAY, CALCUTTA,

CANTON, CEBU, CHONGKING,

COLOMBO, HANKOW, HONG KONG,

KARACHI, KUALA LUMPUR,

MANILA, MEDAN, PEKING,

RAJAHMUNDRAM, RANGOON,

SHANGHAI, SINGAPORE, SOERABAYA,

TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General

Banking Business transacted.

Current Accounts opened and

Fixed Deposits received for one

year or shorter periods at rates

which will be quoted on applica-

tion.

J. STUART,

Manager.

Hong Kong, August 17, 1931. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France.)

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Special Working Capital... 50,000,000

Reserves... 22,319,000

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Tourane, Quinhon, Hue,

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Nationale de Crédit, Banque de

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London: Midland Bank, Ltd.

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special charter of The National

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BANK.

Subscribed Capital... \$25,000,000.00

Paid-up Capital... \$24,710,000.00

Reserve Funds... \$3,990,000.00

HEAD OFFICE:—SHANGHAI.

HONG KONG BRANCH:

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Owing to our numerous branches

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and other Public Funds of the

Chinese Government both at home

and abroad.

SHOU J. CHEN,

Manager.

THE HO HONG BANK, LTD.

(Established 1917.)

Head Office:—SINGAPORE.

Hong Kong Office:—13, QUEEN'S RD. C.

Authorized Capital... Straits \$20,000,000

Issued... \$9,000,000

Paid-up... \$4,000,000

Reserve Liability of Pro-

prietors... \$4,000,000

Shareholders... \$2,08